REQUEST FOR COUNCIL ACTION CITY OF SAN DIEGO		CERTIFICATE NUMBER (FOR COMPTROLLER'S USE ONLY)
TO: City Council	FROM (ORIGINATING DEPARTMENT): Development Services Department	DATE: 04/23/2013
SUBJECT: Barrio Logan Community Plan and Local Coastal Program Update. Process 5.		
PRIMARY CONTACT (NAME, PHONE): LARA GATES,236-6006 MS 413	SECONDARY CONTACT (NAME, PHONE): CECILIA GALLARDO, 446-5008 MS 501	

COMPLETE FOR ACCOUNTING PURPOSES

FUND					
DEPT / FUNCTIONAL AREA					
ORG / COST CENTER					
OBJECT / GENERAL LEDGER ACCT					
JOB / WBS OR INTERNAL ORDER	21003083				
C.I.P./CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00
FUND					
DEPT / FUNCTIONAL AREA					
ORG / COST CENTER					
OBJECT / GENERAL LEDGER ACCT					
JOB / WBS OR INTERNAL ORDER					
C.I.P./CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00

COST SUMMARY (IF APPLICABLE): NONE.

ROUTING AND APPROVALS

CONTRIBUTORS/REVIEWERS:		APPROVING AUTHORITY	APPROVAL SIGNATURE	DATE SIGNED
Environmental Analysis		ORIG DEPT.	Westlake, Mike	5/28/2013
Facilities Financing		CFO		
		DEPUTY CHIEF		
		COO		
		CITY ATTORNEY		
		COUNCIL PRESIDENTS OFFICE		

PREPARATION OF: ☒ RESOLUTIONS ☒ ORDINANCE(S) ☐ AGREEMENT(S) ☐ DEED(S)

Forward the Item to City Council for Consideration Including:

1. Certification of Final Environmental Impact Report (FEIR) Sch. No. 2009091021 and adoption of the Findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring and Reporting Program (MMRP)

2. Approval of a resolution amending the Barrio Logan Community Plan and General Plan 3. Approval of an ordinance designating Chicano Park as a Regional Park 4. Approval of an ordinance amending the Land Development Code and Local Coastal Program (which will include repealing the Planned District Ordinance and replacing it with citywide zoning, adding the Coastal Categorical Exclusion, and approving new zones). 5. Approval of the Fiscal Year 2014 Public Facilities Financing Plan (PFFP) for the Barrio Logan community 6. Rescind the existing Development Impact Fees 7. Establish new Development Impact Fees for all property within the Barrio Logan community	
STAFF RECOMMENDATIONS: Forward the Item to City Council with a recommendation of Approval	
SPECIAL CONDITIONS (REFER TO A.R. 3.20 FOR INFORMATION ON COMPLETING THIS SECTION)	
COUNCIL DISTRICT(S):	8
COMMUNITY AREA(S):	Barrio Logan
ENVIRONMENTAL IMPACT:	The City of San Diego as Lead Agency under CEQA has prepared a Program Environmental Impact Report and Mitigation, Monitoring, and Reporting Program Project No. 240982/SCH No. 2009091021, dated May 2, 2013, covering this activity. The Project will result in significant unmitigated impacts and requires the adoption of Findings and a Statement of Overriding Consideration
CITY CLERK INSTRUCTIONS:	Please forward all final resolutions and ordinances to Lara Gates, MS 413

COUNCIL ACTION
EXECUTIVE SUMMARY SHEET
CITY OF SAN DIEGO

DATE: 04/23/2013
ORIGINATING DEPARTMENT: Development Services Department
SUBJECT: Barrio Logan Community Plan and Local Coastal Program Update. Process 5.
COUNCIL DISTRICT(S): 8
CONTACT/PHONE NUMBER: LARA GATES/236-6006 MS 413

DESCRIPTIVE SUMMARY OF ITEM:
The City of San Diego embarked on an update to the 1978 Barrio Logan Community Plan and Local Coastal Program in 2008. The update is needed in order to bring the outdated community plan goals and policies into conformance with the City's 2008 General Plan. The plan update also has served to address significant environmental justice and collocation issues while ensuring that maritime-oriented businesses remain viable to support the Port Tidelands and operations at Naval Station San Diego. Included as part of the plan update is a revised community plan and local coastal program, new zoning regulations, a new public facilities financing plan as well as a Programmatic Environmental Impact Report.
STAFF RECOMMENDATION:
Forward the Item to City Council with a recommendation of Approval
EXECUTIVE SUMMARY OF ITEM BACKGROUND: this project would update the Barrio Logan/Harbor 101 Community Plan adopted by the City Council in November 1979. The Barrio Logan Community Plan would be consistent with and further implementation of the adopted City General Plan, would provide guidance on future growth and redevelopment within Barrio Logan, would reduce existing incompatible uses over time, and provide a more cohesive community to meet the future needs of the community's residents, business owners, employees, and visitors. The community plan addresses infrastructure and planning needs of the community while providing for ongoing commercial and industrial operations, and their associated jobs, which may require proximity to Naval and Port District operations.

The Barrio Logan Community Planning area is approximately 1,000 acres and includes Naval Station San Diego and the Port of San Diego's tidelands. While the Barrio Logan Community Planning area encompasses 1,000 acres, only 550 of those acres are within the jurisdiction of the City of San Diego. The community of Barrio Logan is located between downtown San Diego, the Interstate 5 freeway, and San Diego Bay. The predominately Hispanic community includes roughly 4,300 residents and has a diversified land use character with a mixture of residential, commercial, business, light and heavy industrial uses, governmental agencies, and major maritime industries (Attachment 1, Existing Land Use Map).

Barrio Logan's collocation of industrial, commercial, residential, and institutional uses developed in a manner consistent with the adopted 1978 Community Plan land use policies and zoning. The 1978 Community Plan and zoning ordinance re-established and validated the existing mix of uses that date back to the turn of the century, while allowing additional new incompatible uses to locate side-by-side. The Planned District Ordinance (PDO) which implements the adopted Community Plan has not resolved the existing land use conflicts or

prevented new incompatible uses from occurring. In many areas of Barrio Logan, existing zoning still permits the collocation of industrial and residential uses in close proximity to each other.

The proposed Barrio Logan Community Plan seeks to address existing environmental justice issues within the community of Barrio Logan. Environmental justice issues that impact the community include residential overcrowding; encroachment of industry into sensitive receptor areas and vice versa; impacts of transportation infrastructure on the community; lack of sufficient public amenities and services; and lack of community serving retail services. As such, the proposed specific policies contained in the Community Plan in conjunction with the City's General Plan assist in bringing forth environmental justice to the community of Barrio Logan. Specifically, the plan update is intended to address existing collocation issues by establishing a buffer to separate incompatible uses, increase the number of allowable housing units, provide sufficient public facilities, encourage new retail and community serving commercial uses as well as separate uses throughout the community.

Based on the goals and policies included in the proposed Barrio Logan Community Plan, staff has determined that Scenario 1 is superior in meeting the goals and policies of the General Plan. It would first and foremost greatly reduce incompatible land uses but still allow for future maritime-oriented uses to be developed with a discretionary permit. Scenario 1 reduces potential negative effects of other non-maritime industrial uses that are in close proximity to existing and future planned sensitive receptors. Scenario 1 is identified as the preferred plan and is incorporated into the draft Barrio Logan Community Plan.

FISCAL CONSIDERATIONS: Adoption of the public facilities financing plan will provide a portion of the funding for the required public facilities. Portions of project costs not funded by new development through impact fees will need to be identified by future City Council actions in conjunction with the adoption of annual Capital Improvements Program (CIP) budgets. Additionally, the FY 2014 PFFP also assumes that additional fees may be imposed on discretionary projects on a case-by-case basis in order to meet the standard of 2.8 acres of parkland per 1,000 population set forth in the General Plan, or to otherwise fully account for a project's public facilities impacts.

EQUAL OPPORTUNITY CONTRACTING INFORMATION: Not Applicable.

PREVIOUS COUNCIL and/or COMMITTEE ACTION: The Second Amendment to the Environmental Consultant Contract and an update on the status of the Barrio Logan Community Plan update was heard by the Land Use and Housing Committee May 9, 2012. By a 4-0 vote, LUH recommended approval of the consultant contract amendment.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS: A comprehensive community outreach strategy was included as part of the community plan update process. At the outset of the plan update in 2007, the City set forth to create a 33-member stakeholder committee to represent the various interests in Barrio Logan. The City solicited members by posting notices throughout the community in English and Spanish, posting the information on the City's website and sending out emails to affected stakeholders. As a result of the outreach, the City received

well over 50 stakeholder membership applications and consequently held a lottery that was overseen by the League of Women Voters to select the initial stakeholder committee membership.

In 2008, the City sent a notice to every property owner and tenant in the plan update area. Over the next four years, City staff sent regular eblast's to the community regarding upcoming meetings and pertinent information. The City's email distribution list includes over 350 individuals. Meeting notices were also posted throughout the community prior to meetings in both English and Spanish.

City staff attended well over fifty (50) meetings and workshops from 2008 through 2013. These included Stakeholder Committee meetings, open houses, community workshops and a four-day charrette. City staff attended meetings and hearings at the Port of San Diego as well as other Port-tenant related meetings such as the Marine Terminal Community Committee and the Working Waterfront Group meetings. City staff regularly attended the San Diego Association of Government's Bayshore Bikeway Working Group meetings over the course of four years.

Westlake, Mike
Originating Department

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Deputy Chief/Chief Operating Officer

THE CITY OF SAN DIEGO

REPORT TO THE CITY COUNCIL

DATE ISSUED: June 12, 2013 REPORT NO.: 13-049

ATTENTION: Land Use and Housing Committee Members

SUBJECT: Barrio Logan Community Plan and Local Coastal Program Update. Council District 8. Process 5.

REFERENCE: Planning Commission Reports 09-009 (April 16, 2009), 10-012 (March 10, 2010), and 11-019 (May 10, 2011); Park and Recreation Board Reports No. 301(June 9, 2011) and Report No. 101 (April 10, 2013); Historic Resources Board Report No. 13-024 (May 23, 2013). Planning Commission reports can be accessed online at http://www.sandiego.gov/planning-commission/pdf/pcreports/2009/09009.pdf. The City's Park and Recreation Board reports can be accessed at http://www.sandiego.gov/parkandrecboard/. The City Historical Resources Board can be accessed at: http://www.sandiego.gov/planning/programs/historical/board/agendas/board2013.shtml

REQUESTED ACTION: Forward the Item to City Council for Consideration Including:

1. **Certification** of Final Environmental Impact Report (FEIR) Sch. No. 2009091021 and adoption of the Findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring and Reporting Program (MMRP)
2. **Approval** of a resolution amending the Barrio Logan Community Plan and General Plan
3. **Approval** of an ordinance designating Chicano Park as a Regional Park
4. **Approval** of an ordinance amending the Land Development Code and Local Coastal Program (which will include repealing the Planned District Ordinance and replacing it with citywide zoning, adding the Coastal Categorical Exclusion, and approving new zones).
5. **Approval** of the Fiscal Year 2014 Public Facilities Financing Plan (PFFP) for the Barrio Logan community
6. **Rescind** the existing Development Impact Fees
7. **Establish** new Development Impact Fees for all property within the Barrio Logan community

BACKGROUND

The Barrio Logan Community Planning area is approximately 1,000 acres and includes Naval Station San Diego and the Port of San Diego's tidelands. While the Barrio Logan Community Planning area encompasses 1,000 acres, only 550 of those acres are within the jurisdiction of the City of San Diego. The community of Barrio Logan is located between downtown San Diego, the Interstate 5 freeway, and San Diego Bay. The predominately Hispanic community includes roughly 4,300 residents and has a diversified land use character with a mixture of residential, commercial, business, light and heavy industrial uses, governmental agencies, and major maritime industries (Attachment 2, Existing Land Use Map).

Barrio Logan's collocation of industrial, commercial, residential, and institutional uses developed in a manner consistent with the adopted 1978 Community Plan land use policies and zoning. The 1978 Community Plan and zoning ordinance re-established and validated the existing mix of uses that date back to the turn of the century, while allowing additional new incompatible uses to locate side-by-side. The Planned District Ordinance (PDO) which implements the adopted Community Plan has not resolved the existing land use conflicts or prevented new incompatible uses from occurring. In many areas of Barrio Logan, existing zoning still permits the collocation of industrial and residential uses in close proximity to each other.

The proposed Barrio Logan Community Plan seeks to address existing environmental justice issues within the community of Barrio Logan. Environmental justice issues that impact the community include residential overcrowding; encroachment of industry into sensitive receptor areas and vice versa; impacts of transportation infrastructure on the community; lack of sufficient public amenities and services; and lack of community serving retail services. As such, the proposed specific policies contained in the Community Plan in conjunction with the City's General Plan assist in bringing forth environmental justice to the community of Barrio Logan. Specifically, the plan update is intended to address existing collocation issues by establishing a buffer to separate incompatible uses, increase the number of allowable housing units, provide sufficient public facilities, encourage new retail and community serving commercial uses as well as separate uses throughout the community.

DISCUSSION

To address the Barrio Logan Community Plan's land use and environmental justice issues, the City of San Diego commenced an update to the Community Plan and Local Coastal Program in April 2008 (Attachment 3, Draft Barrio Logan Community Plan). The primary objective of the plan update was to revise the adopted 1978 Barrio Logan/Harbor 101 Community Plan to be consistent with the City of San Diego General Plan's citywide vision. This vision includes providing a long-range comprehensive policy framework for growth and development in Barrio Logan. This effort also included designating new land uses, updating zoning, identifying the provision of additional public services and facilities in accordance with City standards;

and maintaining the character that defines Barrio Logan over the next 20 - 30 years. In order to have a successful community-led process, the City engaged the community stakeholders in the update of a community plan and zoning program. The importance of establishing an open and transparent community process was vital due to the lack of engagement by the City in past planning related matters.

Currently, Barrio Logan does not have an officially-recognized community planning group. In order to include as much community participation in the process, the City formed a 33-member Barrio Logan Plan Update Stakeholder Committee (BLSC) in 2007. The 25 voting members of the BLSC consist of resident tenants and property owners, business/industry representatives, community organizations and non-residential property owners. In addition, there were eight ex-officio non-voting members (Attachment 4, BLSC Roster). The BLSC, broader community, City staff and consultants met on a regular basis (Attachment 5, Meeting Summary) to begin creating preferences and land use scenarios that were used to develop the community plan, zoning regulations, public facilities financing plan, and environmental impact report.

An important aspect of the community plan update process is resolving land use conflicts resulting from the collocation of uses while preventing future occurrences. This is crucial for both the well-being of the community and the economic prosperity of businesses. It is anticipated that the reduction in incompatible land uses will strengthen the vitality of the businesses that provide services to the Port tenants and U.S. Navy by ensuring that sensitive receptors, such as housing and schools, are not located in close proximity to the potential industrial uses. By not allowing residential uses within these industrial areas through policy and zoning, it eliminates competition with residential uses for land, which allows land costs to adjust to fit the industrial uses. As a result, a primary focus of the draft plan is to designate the entire area south of Wabash Boulevard to the border of National City as Heavy Industrial and identifying that area as Prime Industrial Land (PIL) in the General Plan. It is also proposed that the rest of the Heavy Industrial area west of Harbor Drive be identified as PIL.

Policies and strategies are proposed to provide adequate separation of uses principally through the establishment of a formal "Transition Zone" which separates predominately industrial uses from residential uses. The draft community plan utilizes the following overarching goals in order to reduce the conflicts associated with collocation:

- Eliminating the potential for collocation in the majority of Barrio Logan through land use and zoning changes;
- Incorporating the future "Transition Zone" into the land use plan;
- Prohibiting future non-maritime industrial uses in predominately residential areas;
- Prohibiting future residential and sensitive receptor uses in predominately industrial areas;
- Encouraging landscape and other physical buffers or edge treatments to

minimize visual and other environmental impacts which result from previous collocation;

- Reducing truck and other transportation-related impacts on the surface streets; and
- Expanding the Prime Industrial Land designation to cover the entire planning area south of Wabash Boulevard in order to preclude commercial-serving retail and residential uses from occurring within this area.

Over a period of three years, City staff and the community developed and refined a number of land use scenarios starting with ten scenarios that were developed as part of a four-day charrette in January 2009. From the ten land use scenarios, city staff and the consultant team created three land use scenarios that incorporated the majority of themes and desired land uses from the ten maps. After multiple meetings with the community and two Planning Commission workshops, two land use scenarios ultimately emerged. These two land use scenarios were studied at equal levels as part of the Environmental Impact Report (EIR). The primary difference between the two scenarios falls within what is identified as the "Transition Zone". Otherwise, the majority of these two scenarios are the same. In Scenario 1, this area is designated for community and neighborhood commercial uses. Scenario 2 designates the area for maritime-oriented commercial as well as heavy commercial uses. Both scenarios prohibit residential uses within the Transition Zones but allow maritime-oriented uses via different discretionary actions. Scenario 1 would require a Coastal Development Permit along with a Conditional Use Permit for maritime-oriented uses. Scenario 2 would require only a Coastal Development Permit for maritime-oriented uses. Scenario 1 is also known as the "Preferred Plan" and is the scenario that is included in the draft Community Plan and associated regulatory documents.

Summary of Community Plan Elements

Land Use Element

The Land Use Element provides a distribution of land uses to achieve community plan goals. The plan significantly reduces conflicts associated with collocation of industrial and sensitive receptor uses that currently exist. It further refines the residential density ranges and commercial intensities, designates a Community Village center, provides direction for the identification of Prime Industrial Lands (PIL), and identifies specific policies for the development of commercial, industrial, and institutional uses. Major land use changes from the existing 1978 Community Plan include the following:

Community Village Designation

The Community Village designation encompasses an approximately 16-block area that generally extends north of Evans Street to 16th Street between Interstate-5 and Harbor Drive. As defined in the draft Community Plan Update, the Community Village draws upon the character and strength of the Barrio's setting, commercial centers, institutions, and employment centers as shown in Figure 2-4. The Village area is

planned to be a vibrant pedestrian neighborhood with enhanced connectivity that reflects the types of public spaces, structures, public art, and land uses that are influenced by the Latino culture. The Village land uses will include a combination of commercial and residential vertical mixed use, office, commercial, residential, recreational, civic, and institutional uses. It is envisioned that Village streets and walkways will be designed to meet the needs of the pedestrian first with buildings designed to reflect human scale.

In regard to the portion of the Community Village adjacent to downtown San Diego, the plan retains the existing residential density on the majority of properties at a maximum of 44 dwelling units to the acre. The plan would change the existing industrial land use designations along Newton Avenue in the vicinity of 16th Street to Neighborhood Commercial and Residential with a density of up to 44 dwelling units per acre. As part of the amended zoning regulations, the applicable RM-3-7 zone, would allow for up to 100% of the ground floor to be used for commercial uses within Barrio Logan.

Prime Industrial Lands

The General Plan Economic Prosperity Element sets forth goals and policies which emphasize the importance of industrial lands and middle-income industrial employment as a core component of the City's economy. Barrio Logan's historical role as a maritime industrial job center makes it a critical piece in the City-wide industrial strategy. The General Plan identifies PIL's as depicted on Figure EP-1 of the General Plan areas that support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, and research and development uses. The Community Plan update identifies areas identified as PIL along San Diego Bay and south of Wabash Boulevard. These areas are part of even larger areas that provide a significant benefit to the regional economy and meet General Plan goals and objectives to encourage a strong economic base. Proximity and access to a working waterfront is essential for the long-term success of many of the uses targeted for PIL such as NASSCO, BAE Systems, Northrop-Grumman, CP Kelco, Pacific Ship Repair & Fabrication, and other similar maritime industrial businesses. The identification of PILs is intended to protect valuable industrial land for industrial uses and prevent future encroachment of incompatible uses.

Transition Zone

In June 2008, the San Diego Unified Port District adopted Board of Port Commissioners Policy 725 (Policy 725). Policy 725 is included as Attachment 6. The intent and purpose of Policy 725 is to sustain regional maritime capacity balanced with environmental stewardship of the tidelands and to protect maritime industrial lands. Policy 725 also encourages the provision of a transition to adjoining residential areas by establishing general guidelines to encourage the creation of transition zones between industrial lands and residential neighborhoods. Furthermore, Policy 725 recommends protecting the maritime and maritime-related jobs provided by the Port of

San Diego and to protect existing operations and business governed by City plans, such as the Barrio Logan Community Plan as well as the Port Master Plan. According to Policy 725, "the Transition Zone should be a sequence of graduated land uses that serve to insulate and protect the integrity and environmental health of residential areas and concurrently preserve the maritime industrial jobs cluster. Typically this could be accomplished by a "transition zone" comprised of uses including but not strictly limited to, office space and greenbelt area adjacent to residential areas, bordering streets, transit corridors and boulevards, parking and high-quality maritime administrative office facilities". Key Principles of Policy 725 include:

• Transition zones should provide mandated separation between industrial and residential land uses, safeguarding the environmental health of the regional neighborhoods and residents.
• Transition zones should protect and enhance the existing and prospective operations of the businesses governed by City plans. Community Group plans, and the Port Master Plan to include visitor serving, commercial, retail, industrial, working-waterfront, and maritime related, job-producing industries.
• Transition zones should only permit uses that do not pose a health risk to sensitive receptor land uses adjacent to or in the near proximity.
• Transition zones should incentivize measures that reduce health risks, noise, traffic, and nonrenewable energy consumption.
• Transition zone development in San Diego should be limited to the following uses: parking, office buildings and greenbelt areas.
• Consistent with the above principles, transition zones should make the highest and best use of land.

In order to implement Policy 725, the Preferred Plan incorporates policies that prohibit future residential development as well as heavy industrial uses within this area. Uses that would be allowed as part of the Preferred Plan include community-serving and retail commercial uses as well as maritime-oriented uses that would require both a Coastal Development Permit as well as a Conditional Use Permit. Specifically, the Land Development Code would allow parking, office buildings and greenbelt areas. Scenario 1 is superior in implementing Policy 725 in that it provides uses that meet the intent of Policy 725. Further, the Preferred Plan restricts those uses that may create incompatible conflicts that could have occurred with Scenario 2 such as warehousing, moving and storage facilities and industrial research and development activities.

Coastal Categorical Exclusion

The Community Plan lies completely within the Coastal Overlay Zone. In order to encourage and incentivize new housing and mixed-use development within a portion of the Community Village, the draft Community Plan proposes to categorically exclude properties from the requirement to obtain a Process 2 Coastal Development Permit (CDP). In order to qualify, projects would need to:

- Be a residential, institutional, retail sales, commercial service, or office use.
- Comply with the development regulations of the base zone.

- Be consistent with the Barrio Logan Community Plan (BLCP).
- Require no other discretionary permit.
- Submit a certification letter from County of San Diego Department of Environmental Health stating that no hazardous materials impacts would result from the development, or that no hazardous materials impacts would result from the development upon completion of required remediation

Figure 2-9 contained in the draft Land Use Element illustrates the boundaries of the Categorical Exclusion zone. The Categorical Exclusion zoning regulations are included in Attachment 7.

Mobility Element

The Mobility Element considers all users of the transportation network in its design to meet the future transportation needs generated by the proposed land uses. It is organized to include policies pertaining to walkability, transit services and facilities, streets and freeways, transportation demand management, bicycling, parking, and goods movement/freight circulation. An overall goal is to further the attainment of a balanced, multi-modal transportation network that improves mobility and minimizes environmental and neighborhood impacts. The element includes a wide range of policies which advance a strategy for congestion relief and increased transportation choices.

Urban Design Element

This Element is intended to work in conjunction with the other elements of the community plan to create a pattern, scale, and character of development and public spaces that complement the existing built environment and build upon land use and mobility goals. The Urban Design Element implements General Plan goals and policies and guiding principles at the community plan level by including policies specific to Barrio Logan.

Policies in the Element will help ensure that the fundamental principles of good neighborhood design are followed while allowing for freedom of architectural expression. Policies and recommendations pertain to elements of building and site design that affect the scale, character, pedestrian friendliness, and other characteristics that are integral to the public realm. In addition, a specific section on Street Trees and Urban Forestry provides specific guidance on increasing tree canopy in Barrio Logan. The Community Plan's Appendix A and B provide the recommended list of street trees and a Corridor Street Tree List.

Economic Prosperity Element

The Economic Prosperity Element, through careful land use designation of employment uses and the identification of PIL, emphasizes the importance of maintaining a diversity of industries in creating a stable economy. The Economic

Prosperity Element tiers off of the policies contained in the General Plan with a specific focus on encouraging maritime-oriented manufacturing, research and development and support functions in the areas designated Heavy Industrial since they are base-sector industries, which also produce needed middle-income employment.

Public Facilities, Service and Safety Element

The purpose of the Public Facilities, Services and Safety Element is to establish the public facilities and services needed to serve the existing population and any new growth anticipated with the community plan update. This element includes specific policies regarding police, fire, water, sewer and stormwater infrastructure, parks, schools, libraries, public utilities, street lights and the formation of a maintenance assessment district. The health and safety section includes a discussion of geological and seismic hazards, tsunamis, hazardous materials and brownfields. The policies in this element also apply to transportation and park and recreation facilities and services, with additional guidance found in other elements.

Recreation Element

The Recreation Element includes specific policies and recommendations for addressing preservation, protection and enhancement of park and recreation facilities, accessibility to the facilities, and open space. These policies and recommendations, along with goals and policies of the General Plan, provide a comprehensive parks strategy intended to serve the recreational needs of the community through the next twenty years. Due to the scarcity of park amenities in Barrio Logan, the Recreation Element includes "equivalencies" to address strategies to expand recreational programming within existing public spaces, as contemplated by the General Plan.

At the Park and Recreation Board meeting of June 16, 2011, board members participated in a Workshop for the Barrio Logan Community Plan Update. At that workshop, the board members noted the uniqueness of Chicano Park and its extraordinary display of cultural identity as expressed in the art murals painted on the freeway structures. Based on this, staff believes that the park is of regional significance that brings both residents of the region and tourists to the Park to experience it.

Since the June 2011 Park and Recreation Board Workshop, the State Historical Resources Board has approved the Park as a State Historical Landmark and the Chicano Park Steering Committee approved designation of Chicano Park as a Regional Park. As such, the Recreation Element was revised to note its Historical Landmark Designation as well as recommend designation of Chicano Park as a Regional Park. On April 18, 2013, the Park and Recreation Board voted unanimously to recommend approval of designating Chicano Park as a Regional Park.

Conservation Element

The Conservation Element identifies goals and policies that can be effective in managing, preserving and thoughtfully using the limited natural resources of the community. Topic areas include Climate Change and Sustainability, Resource Management and Preservation. This Element focuses on conserving natural resources such as Las Chollas Creek; preserving and managing open space systems; watercourses; preventing and reducing pollution; promoting urban agriculture and community gardens; urban forestry; and ensuring preservation of quality of life in Barrio Logan. Policies are proposed to help guide development and provide a conservation "blueprint" so that the environmental quality and natural resources are preserved, maintained and improved and in a sustainable manner.

Historic Preservation Element

The Historic Preservation Element is a guide for the preservation, protection and restoration of historical and cultural resources. It includes specific policies addressing the resources unique to Barrio Logan in order to encourage appreciation of the community's history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Barrio Logan. The two overarching topic areas addressed in the community plan are identification and preservation of historical resources, which provides historic context, designated historical resources and potential historical resources. This element also addresses education, benefits and incentives for historic preservation.

Noise Element

Strategies contained in the Noise Element implement General Plan goals and policies by addressing Barrio Logan specific noise sources and issues. These are associated with commercial and industrial activity, motor vehicle traffic, as well as rail noise. The Element provides goals and policies to ensure the location of compatible land uses and the incorporation of noise abatement measures for existing and new uses to protect people living and working in Barrio Logan from an excessive noise environment. These policies will help to proactively address the issue as the community continues to grow with infill, mixed use, and transit-oriented development.

Arts and Culture Element

The Arts and Culture Element focuses on strengthening Barrio Logan's identity as a cultural and arts center, and encouraging the development of the Logan Avenue Arts District. Public art provides a means of expression in the environment, a way to create spaces that have a meaningful aesthetic, and an opportunity to educate about history, culture, nature, and current events. It takes many forms and shapes in the public realm including in Barrio Logan's streets and sidewalks, parks, plazas, and gateways. The Arts and Culture Element takes this into account and proposes policies to strengthen arts and culture in Barrio Logan.

Draft Zoning Program

As part of the plan update process, the adopted Barrio Logan Planned District Ordinance (BLPDO) that has served as the community's zoning regulations would be repealed and replaced with citywide zones currently contained within the Land Development Code (LDC). In addition, new commercial and residential zones have been created to implement General Plan land use designations and are being applied in parts of Barrio Logan (Attachment 8, LDC Regulations), including the following new zones:

- CN-1-4 would allow neighborhood serving commercial uses and accommodate development with a pedestrian orientation with a medium high residential density (up to 44 dwelling units per acre).
- CO-2-1 would allow a mix of office uses with a neighborhood scale and orientation and prohibit residential development.
- CO-2-2 would allow a mix of office uses that serve as an employment center and prohibit residential development.
- CC-3-6 would allow a mix of community serving commercial and residential uses and accommodate development with a high intensity, pedestrian orientation, and medium high density (up to 44 dwelling units per acre).
- CC-4-6 would allow heavy commercial and residential uses and accommodate development with a high intensity, pedestrian orientation, and medium high density (up to 44 dwelling units per acre).
- CC-5-6 would allow heavy commercial, limited industrial, and residential uses and accommodate development with a high intensity, pedestrian orientation, and medium high density (up to 44 dwelling units per acre).
- RT-1-5 would provide for attached, single-dwelling unit residential development on small lots with alley access and requires a minimum 1,600 square foot lot area.

A number of amendments are proposed to the LDC that are specific to Barrio Logan, including the following:

- Prohibiting residential development in the CC-3-4 and CC-5-4 zone (Transition Zone area and area at 32nd Street and Main Street).
- Allowing up to 100% of the ground floor in the RM zones to develop with a limited selection of commercial uses.

Previously Conforming Uses

Existing uses that are no longer permitted based on updated land use designations become previously conforming uses. Previously conforming businesses will be primarily located in the Community Village and Historic Core areas. Previously conforming residential uses will be located in the Prime Industrial Area and Main Street Area between 28th Street and 32nd Street. A previously conforming use can continue as it currently exists, be maintained, and be bought and sold. Chapter 12,

Article 7, Division 1 of the Municipal Code provides additional information on previously conforming uses.

Marine-Related Uses in the Coastal Overlay Zone

The entire community planning area is contained within the Coastal Overlay Zone. The areas that will allow marine-related uses typically fall within the areas designated as the Transition Zone, West of Harbor Drive as well as along Main Street south of 28th Street and the Prime Industrial area south of Wabash Boulevard. Attachment 9 illustrates the areas where marine-related uses will be allowed via a discretionary process. As such, over 123 acres of land within the planning area will allow marine-related uses through the approval of a Coastal Development Permit (CDP) and a Conditional Use Permit (CUP) within the following zones:

Community Commercial zones: CC-2-1; CC-2-3; CC-3-4: CC-3-6; CC-5-4
Commercial Office zones: CO-2-1 and CO-2-2
Heavy Industrial zones: IH-1-1 and IH-2-1 – only a CDP is required

Barrio Logan Public Facilities Financing Plan

Development Impact Fees (DIF) were established in 1987 by City Council to mitigate the impact of new development in urbanized communities. Fees are based on the facility needs of each community. This plan updates the existing Public Facilities Needs List adopted in June 2007 for Barrio Logan.

The Fiscal Year 2014 Barrio Logan Public Facilities Financing Plan (PFFP) (Attachment 10, Public Facilities Financing Plan) describes the public facilities that will be needed for the Barrio Logan Community as it develops according to the Community Plan.

The fees are based on a 2035 time horizon, i.e. the population, traffic counts, and numbers of residential dwelling units and square footage of commercial and industrial usage projected to be in place in 2035. The fees are based on the facilities costs being spread evenly among all development, i.e. existing development in place today, and new development projected to occur between now and 2035, meaning that the fees charged to new development will only recover a portion of the cost of facilities included in the PFFP. Since Barrio Logan is an urbanized community, most of the community facilities and infrastructure are already in place. A majority of the remaining needed facilities are in the categories of transportation, parks, a library, and a fire station. The proposed fees reflect the current costs of the facilities identified in the Barrio Logan Community Plan, associated administrative costs, and are necessary primarily to serve anticipated new development in the community.

A summary of the proposed impact fees for Barrio Logan follows:

Residential Units		
Transportation	$973	per unit
Park & Recreation	$11,382	per unit
Library	$290	per unit
Fire	$533	per unit
TOTAL FEE	$13,178	per unit

Commercial and Industrial	
Transportation	$139 per trip
Fire	$533 per 1,000 SF of gross bldg area

The total impact fee for residential development will increase from $10,737 to $13,178 per dwelling unit, primarily due to the costs for additional park and recreation facilities required to support the projected population increase assumed in the updated Community Plan.

The FY 2014 PFFP includes $17.7 million of transportation projects, an increase from the $14.2 million in projects included in the FY 2007 PFFP. The Financing Plan calculates the transportation fee by dividing the DIF-basis by the community-wide trips at full community development (137,267 trips in 2035). This approach was chosen on the basis that the entire community (not just the new development) will benefit from the future facilities, even though the need for the new facilities is primarily attributable to new development. Accordingly, the use of this approach results in a fee that will be approximately 40% of what is required to fully fund the future DIF-basis facilities (assuming that the entire community is fully built out). To achieve 100% of funding requirements for all future transportation facilities, other funding sources in addition to DIF will have to be identified.

The FY 2014 update includes $41.3 million of park projects, an increase from the $9.8 million of park projects included in the FY 2007 PFFP. As previously stated, this is the primary factor in the overall DIF increase, and is largely due to the General Plan requirement to provide 2.8 acres of population-based park facilities per 1,000 residents. While the park acreage in the community today essentially meets the General Plan standard for the current population, the increase in population assumed in the updated Community Plan is driving the need to acquire additional land for park facilities, resulting in an increase in the park component of the DIF per residential unit from $7,574 to $11,382.

The Financing Plan calculates the park fee by dividing the DIF-basis by the number of residential units at full community development (3,807 residential units in 2035). This approach has been chosen on the basis that the entire community (not just the new development) will benefit from the future park facilities, even though the need for the new facilities is primarily attributable to new development. Accordingly, the use of this approach results in a fee that will be approximately 67% of what is required to fully fund the future DIF-basis facilities (assuming that the entire community is fully built out). To achieve 100% of funding requirements for future park facilities, other funding sources in addition to DIF will have to be identified.

A Library fee of $290 per residential unit is being added to cover new development's share of the Logan Heights Branch Library.

A Fire fee will collect new development's share for a new fire station within the community. The Fire fee is $533 per residential unit and $533 per 1,000 square feet of non-residential use.

The projected cost for all projects for the community is $94,108,060. Eligible project costs in the amount of $66,949,210 will serve as the basis for the development impact fees, which will be collected at the time building permits are issued. Since these costs are for projects which will benefit both the existing community and future development, the costs are proposed to be allocated to both existing and new development. Those portions of project costs not funded by new development through the DIFs will need to be identified by future City Council actions in conjunction with the adoption of Annual Capital Improvements Program Budgets. Additionally, the FY 2014 PFFP also assumes that additional fees may be imposed on discretionary projects on a case-by-case basis in order to meet the standard of 2.8 acres of parkland per 1,000 population set forth in the General Plan, or to otherwise fully account for a project's public facilities impacts.

ENVIRONMENTAL ANALYSIS: On October 8, 2010, in accordance with CEQA Guidelines Section 15082, the City distributed a Notice of Preparation (NOP) of a Programmatic Environmental Impact Report (PEIR) to the State Clearinghouse, local and regional responsible agencies, and other interested parties. Various agencies and other interested parties responded to the NOP. The City's NOP, associated responses, and comments made during the scoping meeting held on September 28, 2009, are included in Appendix A of the PEIR (Attachment 11, PEIR).

A Draft PEIR for the project was then prepared and circulated for review and comment by the public, agencies and organizations beginning on January 8, 2013 and concluded on March 11, 2013. The City received numerous comments on the project. The City completed responses to those comments in April 2013. Those responses have been incorporated into the Final PEIR.

The PEIR analyzed two land use scenarios equally. Scenario 1 was chosen as the Preferred Plan. Although both scenarios implement the objectives of the CPU, staff has determined that Scenario 1 avoids land use conflicts to a greater degree and better addresses environmental justice concerns, and is recommending it for adoption by the City Council.

As part of the PEIR, a number of impacts were concluded to be significant and unmitigated related to Air Quality, Land Use, Noise, Transportation/Circulation/Parking, Hydrology/Water Quality and Drainage (cumulative), Greenhouse Gas Emissions, and Paleontological Resources. Mitigation measures are proposed to reduce Project impacts, however, not to below a level of

significance. Findings of Fact and Statement of Overriding Considerations have been prepared for adoption of the Preferred Plan (Scenario 1).

It is further demonstrated in the PEIR that the project would not result in a significant environmental effect in the following areas: Visual Effects and Neighborhood Character, Human Health/Public Safety/Hazardous Materials, Population and Housing, Public Utilities, Geology and Soils, Biological Resources.

FISCAL CONSIDERATIONS: Adoption of the public facilities financing plan will provide a portion of the funding for the required public facilities. Portions of project costs not funded by new development through impact fees will need to be identified by future City Council actions in conjunction with the adoption of annual Capital Improvements Program (CIP) budgets. Additionally, the FY 2014 PFFP also assumes that additional fees may be imposed on discretionary projects on a case-by-case basis in order to meet the standard of 2.8 acres of parkland per 1,000 population set forth in the General Plan, or to otherwise fully account for a project's public facilities impacts.

PREVIOUS COUNCIL and/or COMMITTEE ACTION: The Second Amendment to the Environmental Consultant Contract and an update on the status of the Barrio Logan Community Plan update was heard by the Land Use and Housing Committee May 9, 2012. By a 4-0 vote, LUH recommended approval of the consultant contract amendment.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS: A comprehensive community outreach strategy was included as part of the community plan update process. At the outset of the plan update in 2007, the City set forth to create a 33-member stakeholder committee to represent the various interests in Barrio Logan. The City solicited members by posting notices throughout the community in English and Spanish, posting the information on the City's website and sending out emails to affected stakeholders. As a result of the outreach, the City received well over 50 stakeholder membership applications and consequently held a lottery that was overseen by the League of Women Voters to select the initial stakeholder committee membership.

In 2008, the City sent a notice to every property owner and tenant in the plan update area. Over the next four years, City staff sent regular e-blasts to the community regarding upcoming meetings and pertinent information. The City's email distribution list includes over 350 individuals. Meeting notices were also posted throughout the community prior to meetings in both English and Spanish.

City staff attended well over fifty (50) meetings and workshops from 2008 through 2013. These included Stakeholder Committee meetings, open houses, community workshops and a four-day charrette. City staff attended meetings and hearings at the Port of San Diego as well as other Port-tenant related meetings such as the Marine Terminal Community Committee and the Working Waterfront Group meetings. City staff regularly attended the San Diego Association of Government's Bayshore

Bikeway Working Group meetings over the course of four years.

In addition, City staff held a number of City Board workshops with the Planning Commission, Historical Resources Board, Community Forest Advisory Board, Park and Recreation Board and Code Monitoring Team. City staff presented at numerous civic forums including leading a walking tour for the American Planning Association-San Diego Chapter, Citizens Coordinate for Century III as well as multiple presentations to students at UCSD, San Diego State University, and the New School of Architecture. City staff also discussed the plan update process on a KPBS television show in 2012. All information related to the plan update including all community outreach and technical documents can be found on the Barrio Logan Plan Update Website: http://www.sandiego.gov/planning/community/cpu/barriologan/index.shtml

KEY STAKEHOLDERS: Affected property owners, residents, business owners, public and private institutions, and regulatory agencies in and adjacent to Barrio Logan including the Environmental Health Coalition, Barrio Logan Smart Growth Coalition, Padres Unidos del Barrio, Chicano Park Steering Committee, United States Navy, San Diego Unified Port District, San Diego Unified School District, San Diego Community College District, Metropolitan Transit Services, and the California Department of Transportation.

CONCLUSION: The proposed Community Plan would update the Barrio Logan/Harbor 101 Community Plan adopted by the City Council in November 1979. The Barrio Logan Community Plan would be consistent with and further implement the adopted City General Plan in that it establishes policies that are in harmony with the underlying purpose of each of the General Plan's elements and that it advances each of those policies of the General Plan that the City considers mandatory and fundamental to achieving the General Plan's vision and principal goals. The community plan would provide guidance on future growth and redevelopment within Barrio Logan, would reduce existing incompatible uses over time, and provide a more cohesive community to meet the future needs of the community's residents, business owners, employees, and visitors. The community plan addresses infrastructure and planning needs of the community while providing for ongoing commercial and industrial operations, and their associated jobs, which may require proximity to Naval and Port District operations.

Based on the goals and policies included in the proposed Barrio Logan Community Plan, staff has determined that Scenario 1 is superior in meeting the goals and policies of the General Plan. It would first and foremost greatly reduce incompatible land uses but still allow for future maritime-oriented uses to be developed with a discretionary permit. Scenario 1 reduces potential negative effects of other non-maritime industrial uses that are in close proximity to existing and future planned sensitive receptors. Scenario 1 is identified as the preferred plan and is incorporated into the draft Barrio Logan Community Plan.

ALTERNATIVES

1. Do not Recommend Approval to the City Council of the Requested Actions; or
2. Recommend Approval to the City Council of the Requested Actions with modifications.

Lara Gates, Plan Update Project Manager
Development Services Department

Cecilia Gallardo, Deputy Director
Development Services Department

Attachments: (Note due to the size of some of the attachments listed below, they have been provided on a CD)

1. Barrio Logan Plan Update Stakeholder Committee November 17, 2010 Meeting Minutes (Attached)
2. Existing Land Use Map (attached)
3. Draft Barrio Logan Community Plan (attached)
4. Barrio Logan Stakeholder Committee Roster (attached)
5. Community Meetings Summary (attached)
6. Port of San Diego Transition Zone Policy (attached)
7. Draft Coastal Categorical Exclusion Language (attached)
8. Draft Barrio Logan Zoning Regulations (attached)
9. Marine-Related Uses in the Coastal Overlay Zone Map (attached)
10. Draft Public Facilities Financing Plan (attached)
11. Final Programmatic Environmental Impact Report (full FEIR on CD, Executive Summary attached)
12. Draft City Council Resolution to amend the Barrio Logan Community Plan and Local Coastal Program (attached)
13. Draft City Council Resolution to certify the Environmental Impact Report and adopt the Findings, the Mitigation, Monitoring and Reporting Program and the Statement of Overriding Considerations (attached)

Barrio Logan Community Plan Update
Stakeholder Committee
November 17, 2010

MEETING SUMMARY

Stakeholder Committee members present:

NAME	SEAT	NAME	SEAT
Georgette Gomez	Community Org.	Antonia Garcia	Res. Tenant
Janet Adamian	Community Org.	Maria Martinez	Res. Tenant
Rachael Ortiz	Community Org.	Ana Nayeli Castañeda	Res. Tenant
Aida Castaneda	Community Org.	Norene Riveroll	Res. Tenant
Chunky Sanchez	Community Org.	Mary Alvarado	Res. Tenant
Gloria Medina	Community Org.	Rudolph Pimentel	Business Owner
Matt Carr	Community Org.	David Duea	Business Owner
John Alvarado	Res. Property Owner	Shaun Halvax	Indus. Owner/Rep.
Albert Duenas	Res. Property Owner	James Gill	Indus. Owner/Rep.
Robert Leif	Non-Res. Property Owner	Lee Wilson	Indus. Owner/Rep.
Eduardo Barrera	Non-Res. Property Owner (MAAC)	Jerry Grey	Non-Res. Property Owner

Ex-Officio members present:

NAME	SEAT	NAME	SEAT
Paul Brown	Port District	Robert Ripley	Navy
Anthony Aguirre	Caltrans		

Alternate members present/excused/not excused:

NAME	SEAT	
Ruben Andrews	Business Owner	Present
Kim Austin	Business Owner	Present
Patricia Bird Chavez	Res. Tenant	Present
Axelia Cordero	Res. Tenant	Present
Patricia Cuevas	Res. Tenant	Present
Ron Beauloye Jr.	Business Owner	Excused
Evelyn Ruth Mitchell	Non-Res. Property Owner	Excused
Ron Halik	Industry Rep.	Not Excused
Isidro Mendoza	Property Owner	Not Excused
Maribel Arellano	Residential Property Owner	Not Excused
Clifford Arellano	Business Owner	Not Excused
Harvey Porter	Industry Rep.	Not Excused

Welcome and Introductions

On November 17, 2010, members of the Stakeholders Committee (Committee) of the Barrio Logan Community Plan Update process convened for their meeting. The purpose of the meeting was: (a.) to give a project update; (b.) to request a preferred land use alternative from the committee; (c.) to introduce the Barrio Logan Public Facilities Financing Plan (PFFP); (d.) and to discuss next steps in the Community Plan Update process.

Meeting Format

The Committee meeting occurred on November 17, 2010 from 5:00 p.m. to 8:00 p.m. at Woodbury University located at 2212 Main Street in San Diego. In addition to the 30 attending Committee members, approximately 45 community members attended the meeting. Upon entering the meeting facility, Committee and community members signed-in and received the agenda, land use maps, zoning maps, and alternative one and two acreage matrix.

The proceedings included simultaneous language translation from English to Spanish using headset equipment. Professional translators provided this service. Additionally, the meeting was

audio recorded. Please contact Lara Gates at 619-236-6006 to set up a time to listen to the recording.

Welcome and Project Status Update

Lara Gates, Project Manager with the City of San Diego welcomed everyone and then addressed the status of the project. The traffic analysis has taken longer than expected because of the assembly and senate bills on green house gas emissions. Traffic consultants and City staff have been working together on the traffic study and it's anticipated that it will be completed and released around January 2011.

Stakeholder meetings will be held about the draft elements and environmental studies. The EIR will be released for public comment around July 2011 and then there will be a 60 day EIR public comment period. Staff anticipates that the final BLSC plan recommendations come before the Committee in October 2011 and then go to City Council with the community plan, zoning, PFFP, amendments to redevelopment plan, and amendments to the local coastal program plan in December 2011.

Draft Land Use Alternatives

Ms. Gates reviewed and explained the land use map alternatives and reminded the audience that at the end of the meeting a vote would be held to determine the preferred land use alternative by the majority of Committee members. Ms. Gates emphasized that both alternatives would be studied equally as part of the environmental process. After the EIR is drafted, City staff will present the EIR findings to the Committee and seek a preferred land use scenario recommendation from the Committee. This could be either of the land use maps or could be a mixture of land uses that are currently in Alternative 1 and Alternative 2.

Ms. Gates reviewed the steps leading up to the March 2010 Planning Commission and explained the land use alternatives.

1) In January 2009, the Committee picked ten land use scenarios as a part of the charrette. The consultants refined it down to three land uses. In March, April, and May of 2009 a number of community meetings were held to discuss the three alternatives. In May 2009, the International Business and Trade (IBT) land use designation was proposed within the transition zone. In September 2009, the traffic and economics studies that informed the land use scenarios were discussed. It was found that there was not a market for office uses. In January 2010, a community open house was held on the draft goals and policies. In March 2010, City staff went to the planning commission to present our draft goals, policies, and land use alternatives. In June 2010, Alterative three was removed because a Business Park was not feasible and the community village was refined. Furthermore, in June 2010 the IBT land use designation was removed and replaced with Community Commercial in Alternative 1 and Light Industrial in Alternative 2.
2) Ms. Gates went into a detailed explanation of the two alternative land use maps and the acreage matrix. The audience had both alternative maps, zoning maps, and acreage matrix handouts and they were also projected on a large screen.

3) City staff reviewed the current proposed land uses and zoning parcel by parcel in GIS to ensure that the square footage and acreage numbers were accurate.

Public Questions and Comments- public comments in italics.

What are the units for the matrix measured in? Acreage.

What happens with existing produce distribution sites? They would be grandfathered in under the land development code (LDC) and they would be allowed to expand up to 20% if they meet the conditions set forth in the LDC.

The key thing here is to make this area as productive as possible. The city and county is broke. We should get up every morning and ask how we can serve the military. We have to focus on income property for this area.

Industrial is great but the whole reason we started this process was because of the risk that the residents are in health wise. We need a balancing act. We need industrial here, but we also want to have healthy lives for us and our children. We need a balanced decision and alternative one is the most balanced.

I have lived in Barrio Logan all of my life. Yes, we need business but we live here and we are a community who wants clean air and to be safe.

I am a property owner in Barrio. The land south of 32nd street is identified as prime industrial. Is it subject to this community plan? Yes, only a portion of the area south of 32nd is currently designated as prime industrial. The entire area will be designated prime industrial under the community plan.

Over the years we have heard from residents that industry is causing health problems and somehow industry is responsible. Industry cares about the health of residents. If residents are going to say it is industry causing the health issues, we need to have scientifically based studies that prove that is the case. We need to look at the air quality analysis.

*In Spanish *Thank you for listening to me in Spanish. Our health is very important. It is the pollution that is causing our health issues. Barrio Logan is connected to Logan Heights and many other communities. The residents live here. Please be considerate of that.*

There have been a lot of scientific studies. USC did a study of our community and they found that we have three times the amount of asthma cases here. It's not only people saying it, it is science.

People do not take the rights of our residents under consideration. The homeless shelter was placed a half a block from our elementary school with a two day notice. The EPA was at Perkins three weeks ago and have a air pollution monitoring device at the school. No other school around has this device because they do not need it. I want to advocate for more residents.

We have been really affected by the pollution in this area. I brought my x-rays and you can see the effects of the pollution in my lungs. We do not want this for our children and grandchildren.

Industry should work with residents. Trucks should be hybrid. Residents should get HEPA filters and should get rid of carpet. There are things that can be done. Need more technical people involved.

We know we cannot do away with pollution. Children are the most affected. Residents are here everyday breathing pollution. Consider Alternative 1, it offers more benefits. Children are the future. Can't excel with asthma.

Residents have bent over backwards to compromise with Alternative 1. We need to work as a group together. Don't see why industrialists want to encroach. Why do the industrialists not want to compromise when everything is being grandfathered in? The residents have given in so much. Asking to vote for Alternative 1.

My family has been in Barrio Logan since 1926. Could you please explain grandfathered in? Barrio Logan has been more than friendly with industry. I lives next to industry and I work for industry. I have never complained. Now we have the community plan update- let's do it right. I support Alt. 1.

Grandfathered in if you are an existing residence or business and the zoning changes you can stay there in perpetuity. You can expand up to 20% if you meet the conditions set forth in the Land Development Code regulations.

Alternative one is already a compromise. We are talking about our families' future. Start changing the way we live and do business. Put new kinds of commercial in place. We have seen the effects of pollution on Mercado residents.

This neighborhood has had a long struggle. Freeway, bridge, junkyards. A long history of dis-concern for the residents who live here and this is a continuation of the struggle. People are concerned about maintaining their homes. Not trying to get rid of industry- just strike a compromise.

I recommend that we go ahead and vote for the preferred alternative. There are a couple of members who have not been heard, let's go ahead and let them speak.

Alternative one is a compromise.

Placing the homeless shelter at Perkins Elementary is a disgrace. We need to find a solution to this, we really do. I want to compliment the principal of the school. The vast majority of the pollution will not change whether we go with alternative one or two because the old companies will be grandfathered in. I don't want the residents to be disillusioned. We need to take into consideration that Barrio Logan does need business. So this is a balancing act. My hope is that in the future we have a good neighbor policy that the businesses want to make their industry greener.

Does the industrial use include the Navy? No. The military has its own use designation.

People live here but I live (work) here 12 hours per day. Without an economic base how can we vote? I am in favor of delaying the vote tonight. Alternative two protects the community economically and provides a better buffer.

I am in favor of alternative one. The residents need to be heard.

Can we move the vote along? This is why we are here today.

Has anyone not spoken that wants to speak?

I'd like to make a recommendation that we vote. I also would like to voice my support for alternative one.

Thank you. This has been a long process and at times a painful process. When I was a kid there were farms in San Diego. These farms no longer exist due to zoning changes and that industry went away. As soon as the industrial zoning changes –in 20 to 30 years we will lose industrial lands and jobs which cannot come back. Alternative 2 allows for businesses and residents to coexist. When we met with Planning Commission, they acknowledged that Barrio Logan has always been a mixed use neighborhood. Both alternatives provide for commercial. But changing to residential in Alternative 1 doesn't make sense and doesn't follow the direction Planning Commission gave to the Planning Department.

I'd like to talk about the whole grandfather clause idea. The problem with the grandfather clause is that if we want to attract cleaner, greener industry, the grandfather clause only allows 20 % expansion. The naval base is going to be able to locate clean businesses. If I am a business owner looking to service the navy, this is the place to be. There needs to be environmentally safe business practices. If I am a business owner I can't locate in Barrio, I have issues with both alternatives.

The land use calculations are different than what came out shortly before. I do not trust all of the data that is being given to us. Now we are being asked to vote. We need to have more time to study this. The City is not coming forth with a plan responsive to the Planning Commission direction.

I've been here for over thirty years. I speak for the Barrio Logan Smart Growth Coalition. The BLSC should not act on the land use tonight. We are trying to work through information and numbers. We need additional time to review the information. Last time the information that the city gave us was not accurate. When we started this update the economy was much different. I strongly recommend that we postpone the vote so we can go over the data to make an informed decision.

If we vote tonight do we get to vote again later? Yes.

The EIR report will address both so why vote? We need to determine if the 2 land use maps that we have prepared are acceptable to the community so we can evaluate both alternatives in the environmental document.

Let's show with a show of hands if you support postponing the vote. 7

Let's show who would like to vote. 14

Who is in favor of Alternative 1? 16

Who is in favor of Alternative 2? 6

---- 5 minute break----------

Introduction to preparing the Barrio Logan Public Facilities Financing Plan (PFFP)

Vickie Burgess, Planning Department, Public Facilities Financing Plan

The last time we updated the Barrio Logan Plan was in June of 2007. We would like to update this plan with the new information. Staff knows which projects should be done first based on the impact fee monies.

What kinds of projects are you considering could be done? It could be any project in the current financing plan. Fire station, parks, streets, and roads.

Every project that is built in the community comes through the public facilities financing office. The development impact fees are collected when people build projects in the community and the money goes into the Barrio Logan Facilities Financing account and will be used for projects in Barrio Logan.

Let's call for volunteer for the subcommittee for the PFFP. Ms. Gates identified eight members who volunteered to be involved. These eight BLSC members who volunteered to serve on the PFFP subcommittee will report back to the full committee. The members include: Matt Carr, Georgette Gomez; Lee Wilson; Aida Castaneda and Albert Duenas Rudolph Pimentel; John Alvarado; and Anna Castaneda.

Public Comment

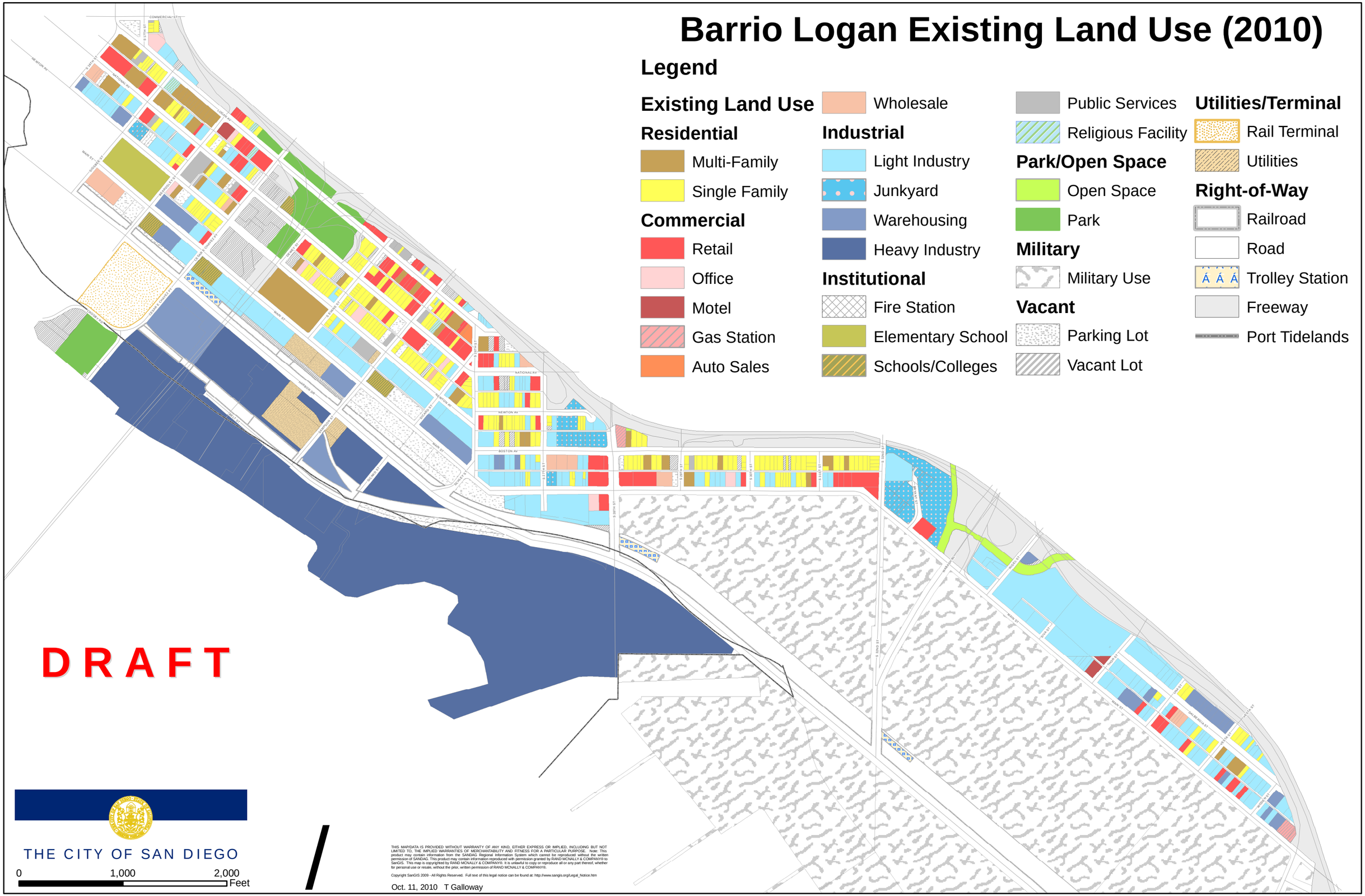
I appreciate all the work that the committee and staff are doing.

I want to say thank you to all on behalf of Barrio Logan. We will achieve justice.

Next Steps

We will get the traffic study out to the committee as soon as it has been finalized by City staff.

Barrio Logan Existing Land Use (2010)



The City of San Diego

barrio logan

COMMUNITY PLAN

AND LOCAL COASTAL PROGRAM

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ACKNOWLEDGMENTS

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Ericka Cordero, Barrio Logan Senior Villas
Gloria Medina, Barrio Logan Senior Villas
Carlos Castaneda, Barrio Station
Aida Castaneda, Barrio Station
Ana Nayeli Castaneda, Barrio Station
Jose Rodriquez, Chicano Park Steering Committee
Ramon Chunky Sanchez, Chicano Park Steering Committee
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Maria Moya, Environmental Health Coalition
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Hilda Valenzuela
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Ex-Officio Members

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Lucy Contreras, Centre City Development Corporation
Sachin Kalbag, Centre City Development Corporation
Kevin Jackson, United States Navy
Robert Ripley, United States Navy
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Dr. Arun Ramanathan, San Diego Unified School District
Reynaldo Pisano, Southeastern San Diego Planning Committee

TABLE OF CONTENTS

Introduction **i**
1.1 Community Profile iii
1.2 General Plan Principles vi
1.3 Legislative Framework vii
1.4 Planning Process viii
1.5 Environmental Impact Report viii
1.6 Plan Organization viii

Land Use Element **LU-1**
2.1 Land Use Distribution LU-2
2.2 Residential Land Use LU-7
2.3 Commercial Land Use LU-9
2.4 Institutional Land Use LU-10
2.5 Industrial Land Use LU-11
2.6 Airport Land Use Compatibility LU-11
2.7 Specific Neighborhood Guidelines LU-12
2.8 Coastal Development Permit Categorical Exclusion LU-20

Mobility Element **ME-1**
3.1 Walkability ME-2
3.2 Transit Services and Facilities ME-3
3.3 Streets and Freeways ME-6
3.4 Transportation Demand Management ME-10
3.5 Bicycling ME-10
3.6 Parking ME-11
3.7 Goods Movement and Freight Circulation ME-14

Urban Design Element **UD-1**
4.1 Urban Form and Public Realm UD-4
4.2 Climate Sensitive Building Policies UD-11
4.3 Urban Forest/Street Trees UD-12

Economic Prosperity Element **EP-1**
5.1 Industrial EP-3
5.2 Commercial and Office EP-4

Public Facilities, Services and Safety **PF-1**
6.1 Public Facilities and Services PF-2
6.2 Health and Safety PF-5

Recreation Element **RE-1**
7.1 Parks and Recreation Facilities RE-2
7.2 Preservation, Protection and Enhancement RE-8
7.3 Accessibility RE-8
7.4 Open Space Lands RE-10

Conservation Element **CE-1**
8.1 Climate Change and Sustainability CE-2
8.2 Resource Management and Preservation CE-3

Noise Element **NE-1**
9.1 Commercial and Industrial Activity NE-3
9.2 Motor Vehicle Traffic NE-4
9.3 Rail Noise NE-4

Historic Preservation Element **HP-1**
10.1 Identification and Preservation of Historical Resources HP-2
10.2 Education, Benefits and Incentives Related to Historical Resources HP-8

Arts and Culture Element **AC-1**

Implementation **IE-1**
12.1 Funding Mechanisms IE-2
12.2 Priority Public Improvements and Funding IE-2

Appendices **AP-1**
Appendix A
Barrio Logan Street Trees – Tree List AP-2
Appendix B
Barrio Logan Community Corridor Street Tree List and General Notes AP-3

Figures

Figure 1-1 Regional Location Map
Figure 1-2 Barrio Logan and Surrounding Neighborhoods
Figure 1-3 Regulatory and Jurisdictional Boundaries
Figure 2-1 Land Use Map
Figure 2-3 Neighborhood Areas
Figure 2-4 Community Village Area
Figure 2-5 Historic Core Area
Figure 2-6 Transition Area
Figure 2-7 Prime Industrial Area
Figure 2-8 Boston and Main Street Corridor
Figure 2-9 Coastal Categorical Exclusion Area – Planned Land Use
Figure 3-1 Pedestrian Routes
Figure 3-2 Transit Routes and Stops (2013)
Figure 3-3 Existing Street Classifications and Daily Traffic
Figure 3-4 Build-out Street Classifications and Projected Daily Traffic
Figure 3-5 Planned Bicycle Network
Figure 3-6 Recommended Improvements
Figure 3-7 Truck Routes and Truck Restrictions
Figure 4-1 Barriers and Connections
Figure 5-1 Prime Industrial Areas
Figure 6-1 Existing (2013) Public Facilities
Figure 6-2 Geologic and Seismic Hazards
Figure 7-1 Park and Recreation Opportunities
Figure 7-2 Chollas Creek Open Space
Figure 8-1 Views and Topography
Figure 9-1 2030 Projected Noise Contours

Tables

Table 1-1 General and Community Plan Elements
Table 1-2 Coastal Issue Area and Community Plan Elements
Table 2-1 Barrio Logan Land Use Categories
Table 2-2 Existing Land Uses (2010)
Table 2-3 Land Uses at Buildout
Table 2-4 Future 2030 Housing and Population Estimates Comparisons Barrio Logan and the City of San Diego
Table 2-6 Community Plan List of Uses
Table 2-7 Public Institutional Uses Serving Barrio Logan
Table 7-1 Existing (2013) and Future (2030) Population-Based Parks and Facilities
Table 7-2 Park Equivalency Credits
Table 7-3 Revised Population-Based Park Inventory Summary
Table 12-1 Barrio Logan Implementation Action Matrix

CHAPTER ONE

introduction

IN THIS CHAPTER

Plan Goals

Community Profile

General Plan Principles

Legislative Framework

Planning Process

Environmental Impact Report

Plan Organization

Barrio Logan is one of the oldest and most culturally-rich urban neighborhoods in San Diego. From historic beginnings in the latter part of the 19th century to the vibrant mix of uses and people who reside and work in Barrio Logan, the neighborhood has played a vital role in the City's development. The Barrio Logan community is a living example of the change and evolution that have continuously shaped the area's cultural heritage, development patterns, economic opportunities, and social fabric. The Community Plan respects and builds upon the past while planning for the needs of future residents, businesses and institutions.

The Barrio Logan Community Plan and Local Coastal Program (Plan) is designed to guide growth and redevelopment within Barrio Logan. The Plan is a revision of the Barrio Logan/Harbor 101 Community Plan adopted by the City Council in November 1978 and incorporates a revision to the Barrio Logan Local Coastal Program Land Use Plan adopted by the San Diego City Council in November 1979. Any amendments, additions or deletions to this plan will require that the Planning Commission and City Council follow the City of San Diego General Plan (General Plan) procedures regarding plan amendments.

PLAN GOALS

- A blueprint for development that builds on Barrio Logan's established character as a mixed-use, working neighborhood.
- Land use, public facilities, and development policies for Barrio Logan, as a component of the City of San Diego's General Plan;
- Strategies and specific implementing actions to help ensure that the Community Plan's vision is accomplished;
- Detailed policies that provide a basis for evaluating whether specific development proposals and public projects are consistent with the Plan;
- Guidance that facilitates the City of San Diego, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities.
- Detailed implementing programs including zoning regulations and a public facilities financing plan.

While this Plan sets forth procedures for implementation, it does not establish regulations or legislation, nor does it rezone property. Controls on development and use of public and private property including zoning, design controls, and implementation of transportation improvements are included as part of the plan implementation program.

Zoning used to implement this Community Plan complies with the General Plan policies (See GP LU-F.1). Proposals within this Plan have been coordinated with and are consistent with the General Plan. Periodic comprehensive reviews of the General Plan may affect the Barrio Logan Community Plan and Local Coastal Program.

This Plan should not be considered a static document. It is intended to provide guidance for the orderly growth and redevelopment of the Barrio Logan community. In order to respond to unanticipated changes in environmental, social or economic conditions and to remain relevant to community and City needs, the Plan should be monitored and amended when necessary.

Two additional steps are included as part of the adoption: Implementation and Review. Implementation is the process of putting Plan policies and recommendations into effect. Review refers to the process of monitoring the community development and growth conditions and recommending changes to the Plan as these conditions change.

Guidelines for implementation are provided in the Plan, but the actual work must be based on a cooperative effort of private citizens, developers, city officials and other agencies. It is contemplated that the residents and businesses of Barrio Logan and other private citizen and institutional organizations will provide the continuity needed for a sustained, effective implementation program.

1.1 COMMUNITY PROFILE

SOCIAL AND HISTORICAL CONTEXT

Barrio Logan, once called Logan Heights due to its connection to the community now east of Interstate 5, has a long history as a working-class Mexican-American waterfront community. Its early days as a base of homes and businesses for primarily Mexican immigrant workers helped shape the community into an important working waterfront neighborhood.

As the community built up around maritime uses, such as tuna canning, military industries, and the Navy, the influx of Mexican migrant workers created a dominant presence in Barrio Logan in the 1910s and 1920s. Many industries relied on the laborers that settled in Barrio Logan and set up neighborhood shops and services.

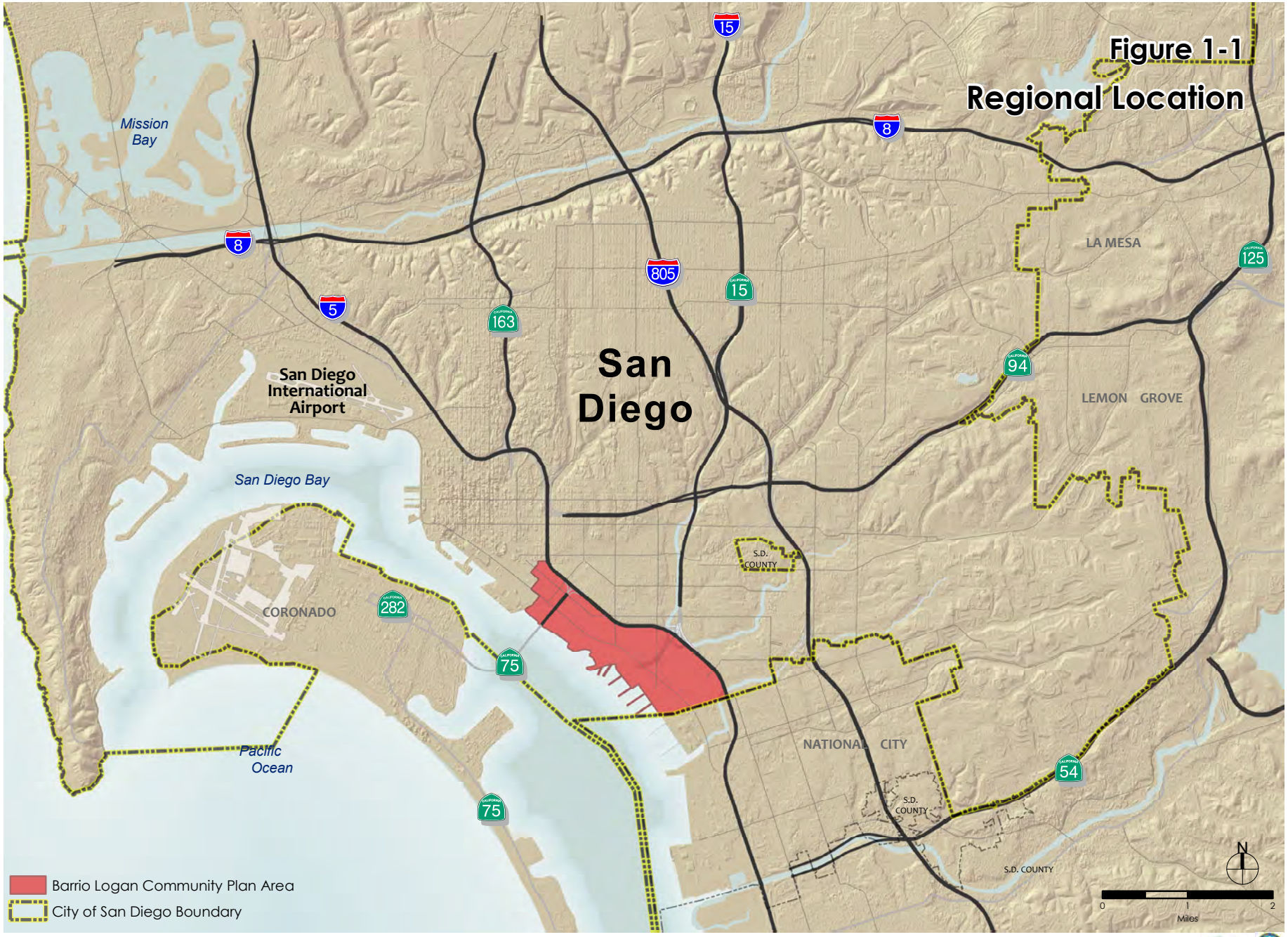
The growth of the shipbuilding industry and Naval operations, rezoning of the neighborhood to include heavy industrial and commercial uses, and the growth in the construction industry changed the character of Barrio Logan during and after World War II.

The construction of Interstate 5 and the San Diego-Coronado Bay Bridge (State Route 75) in the 1960s fragmented the community into smaller areas that were cut off from each other. These events, together with other impacts on the social and physical well-being of the residents, culminated with a neighborhood revolt that shaped the creation of Chicano Park during the early 1970s. With its collection of maritime industrial uses, small-scale residential, local retail, and community facilities, Barrio Logan's particular existing land use mix is unique. However, it is the distribution and pattern of these existing land uses that distinguish Barrio Logan and define its distinctive character. The rezoning of the majority of Barrio Logan to industrial zones in the 1960s attempted to simplify the land use pattern of the neighborhood by removing the residential uses through regulatory means. However, while some properties transitioned into industrial uses, many of the residential uses that pre-dated the rezone remained, and commercial and community amenities developed to serve the residential population. While there are conflicts between industrial and residential uses, the mixed pattern of land uses serves as a defining element of the neighborhood. Barrio Logan is primarily a neighborhood with uses mixed side-by-side that provides interest, variety, and identity to the area. This development pattern also provides the opportunity for neighborhood services and jobs to be located in close proximity to residences and transit stops, supporting the "City of Villages" General Plan concept.

Development of Chicano Park

The San Diego Coronado Bay Bridge built in the 1960s

CP Kelco Industries along the Bayfront



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REGIONAL AND LOCAL CONTEXT

The community is positioned between Downtown San Diego to the north, Interstate 5 to the east, as well as the Unified Port of San Diego and United States Naval Base San Diego along San Diego Bay to the west, and National City to the south (Figure 1-1, Regional Location and Figure 1-2, Barrio Logan and Surrounding Neighborhoods).

Barrio Logan comprises approximately 1,000 acres. The Port of San Diego and Naval Station San Diego comprise 562 acres or 52 percent of the land area contained within the community planning area.

The City does not have land use authority over the Port of San Diego or the United States Navy properties. Barrio Logan is in the Local Coastal Zone and subject to the California Coastal Act which is implemented by the Barrio Logan Local Coastal Program.

The Barrio Logan waterfront remains part of the city's core industrial area and contains a significant amount of the city's remaining industrial land. Since the 1880s, the waterfront has played an important and dynamic role within the city's economy and land use system, providing critical land for new and changing maritime and naval industries, and is the last area of the city still suited for this purpose. Along the waterfront, almost half of the land area is controlled by state regulations that only allow maritime-related uses as permanent activities that service the Port. Establishing space for Maritime-oriented Productions and Repair (MPR) activities that is protected from encroachment by other uses responds to existing policy set forth in the city's General Plan, particularly the Economic Prosperity Element that includes the following pertinent policies:

EP-J.9. Retain land uses to support waterfront commerce and industry that provide for U.S. Naval operations, ship repair, and the movement of waterborne goods.

EP-J.10. Protect and promote good working-waterfront jobs that provide self-sufficient wages.

GENERAL PLAN: GUIDING PRINCIPLES

- Compact and walkable mixed-use villages of different scales within communities;
- Employment centers for a strong economy;
- An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;
- High quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors;
- Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities;
- Historic districts and sites that respect our heritage;
- A high aesthetic standard;
- An open space network formed by parks, canyons, river valleys, habitats, beaches, and the Pacific Ocean;
- Diverse residential communities formed by the open space network; and
- A clean and sustainable environment

COMMUNITY PLAN: GUIDING PRINCIPLES

- Diverse housing opportunities for Barrio residents
- Strong neighborhood economy
- Compatible mix of land uses
- Healthy environment
- Safe, efficient streets for people
- Respect of historic and cultural resources
- Community connections

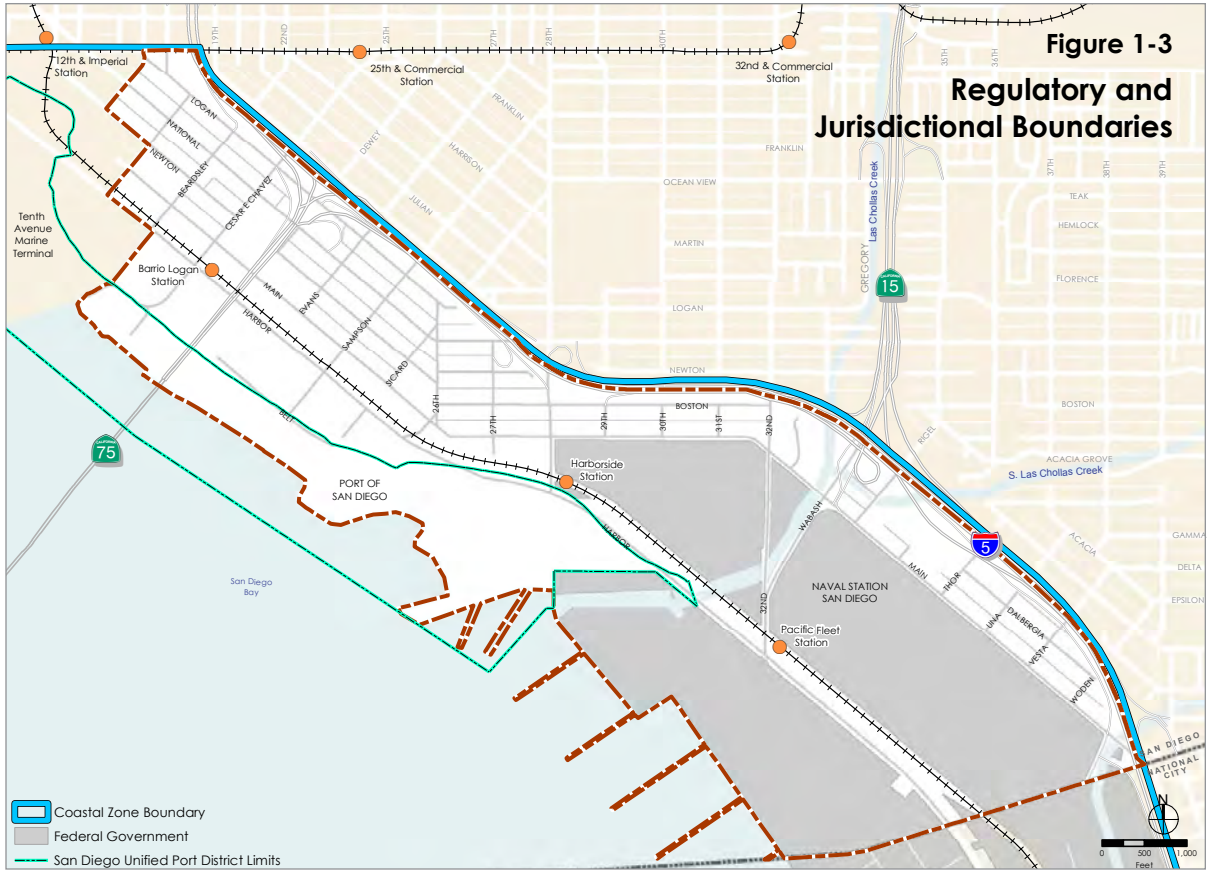

Figure 1-3
Regulatory and Jurisdictional Boundaries

1.2 GENERAL PLAN PRINCIPLES

The General Plan provides a long-range framework for how the City of San Diego will grow and develop over the next 30 years. A foundation of the General Plan is the City of Villages strategy which encourages the development or enhancement of mixed-use activity centers, of different scales, that serve as vibrant cores of communities and are linked to the regional transit system. A Community Village designation is included in this plan. Additional information on the Community Village can be found in the Land Use Element. In order to reduce impacts associated with collocation, the Plan also includes a Transition Zone. Policies and guidelines pertaining to the Transition Zone can be found in the Land Use and Economic Prosperity Elements.

1.3 LEGISLATIVE FRAMEWORK

RELATIONSHIP TO THE GENERAL PLAN

The Barrio Logan Community Plan is intended to further express General Plan policies in Barrio Logan through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. Specific General Plan policies are referenced within the Community Plan to emphasize their significance in the community, but all applicable General Plan policies may be cited in conjunction with the Community Plan. The two documents work together to establish the framework for growth and development in Barrio Logan. The Municipal Code implements the Community Plan policies and recommendations through zoning and development regulations.

RELATIONSHIP TO OTHER AGENCIES

Barrio Logan's waterfront is under the land use jurisdiction and ownership of the United States Navy and the San Diego Unified Port District. Property under the jurisdiction of the San Diego Unified Port District is subject to the Port Master Plan as shown in Figure 1-3, Regulatory and Jurisdictional Boundaries. The state allows the San Diego Unified Port District to lease Port tidelands for industrial and commercial related uses. State law precludes residential uses from being developed on Port Tidelands.

CALIFORNIA COASTAL RESOURCES

The Barrio Logan Community is entirely within the Coastal Zone boundary under the jurisdiction of the California Coastal Commission with the exception of the Port of San Diego and the Naval Base San Diego (See Figure 1-3).

The California Coastal Plan designates the Barrio Logan area as a "community with special qualities of greater than local significance." The designation reflects the community's opportunities for low- and moderate-income housing, the importance of the adjacent bayfront industries to the region, and its cultural and historical heritage as a Chicano community. The Community Plan and zoning regulations for Barrio Logan comprise the Local Coastal Plan for Barrio Logan and are consistent with the Local Coastal Program including the policies, standards, and implementation programs established for the seven elements contained within the Local Coastal Act. Table 1-2 identifies the location goals, discussions, and policies specifically related to key coastal issues within the Community Plan Elements.

Table 1-1 General and Community Plan Elements

General Plan Elements	Barrio Logan Community Plan Elements
Land Use and Community Planning	Land Use
Mobility	Mobility
Urban Design	Urban Design; Arts and Culture
Economic Prosperity	Economic Prosperity
Public Facilities, Services and Safety	Public Facilities, Services and Safety
Recreation	Recreation
Conservation	Conservation
Noise	Noise
Historic Preservation	Historic Preservation

Table 1-2 Coastal Issue Area and Community Plan Elements

Barrio Logan Community Plan Element	Coastal Issue Area
Conservation Element	Natural Resources Scenic Resources Water Quality Public (Coastal) Access
Land Use Element	Industrial Development Planning and Locating New Development
Recreation Element	Recreation
Mobility and Urban Design Element	Public (Coastal) Access

1.4 PLANNING PROCESS

In order to ensure that the Barrio Logan Community Plan was a community-driven update, the City conducted a three-year community outreach process, where a wealth of valuable community information was received through community outreach meetings. The Community Plan Update Stakeholder Committee convened the public discussion to assist in issue identification and development of plan goals and policies. Broad public input was obtained through a series of workshops where residents, employees, property owners, as well as representatives of advocacy groups and the surrounding neighborhoods, weighed in on issues and provided recommendations. The update process included extensive community and policymaker engagements that were conducted in English and Spanish. The community confirmed its values and developed a set of planning principles that were used as criteria in creating land use scenarios.

Community Workshops drew a diverse group of community members

1.5 ENVIRONMENTAL IMPACT REPORT

The Barrio Logan Community Plan and Local Coastal Program Environmental Impact Report (EIR) provides a programmatic assessment of potential impacts occurring with the implementation of the Community Plan, pursuant to the California Environmental Quality Act (CEQA). Because Barrio Logan is an urban area, the nature of impacts primarily relates to the changes in land use, use intensity and traffic rather than effects on natural resources. Potential impacts were anticipated during preparation of the Community Plan, and many of the policies and implementing regulations were designed to reduce or avoid such impacts.

1.6 PLAN ORGANIZATION

The Community Plan is organized into the following ten **Community Plan Elements:**

- Land Use
- Mobility
- Urban Design
- Economic Prosperity
- Public Facilities, Services and Safety
- Recreation
- Conservation
- Noise
- Historic Preservation
- Arts and Culture

An overall introduction and implementation chapters are also included. The elements are divided into the following major sections:

Introduction: provides a summary of key community issues specific to the element

Goals: express the broad intent and results of implementing policies, recommendations and guidelines.

Policies: reflect the specific direction, practice, guidance, or directives that may need to be developed further and/or carried out through implementing plans by the City, or another governmental agency.

CHAPTER TWO

land use element

IN THIS CHAPTER

Goals

Land Use Distribution

Land Use Existing and Planned

Residential

Commercial

Institutional

Industrial

Airport Land Use Compatibility

Specific Neighborhood Guidelines

The Land Use Element of the Barrio Logan Community Plan contains detailed descriptions and distributions of land uses as they are tailored to Barrio Logan and provides refined residential densities, a delineated Community Village center, and specific policies for the development of commercial, industrial, and institutional uses.

Barrio Logan's particular land use mix is unique to the region, with its collection of maritime and service industrial uses; single family and multi-family residential uses; locally-oriented and chain retail; and open space and community facilities. The unique land use pattern reflects past City direction to concentrate industry and employment-generating uses and serves as evidence of Barrio Logan's history of being dissected by freeways. As a result, instances of incompatible uses where residential, industrial, commercial and institutional uses abut one another are common. This collocation of incompatible uses, coupled with large scale industrial uses within the Port of San Diego and the Naval Base has created conflicts and issues. The Plan addresses these complex issues through proposed land uses that respect the existing and evolving residential character and support the economic viability of businesses in Barrio Logan.

GOALS

- Separation of incompatible uses.
- A vibrant, pedestrian-oriented Community Plan that provides residential, commercial, office and civic uses.
- A compatible mix of land uses that promote a healthy environment.
- Maritime-oriented industrial and general development that enhances and reflects the character of Barrio Logan and supports major Port and Naval uses by maintaining parcels that are exclusively industrial.
- Stable base sector employment uses and supportive commercial and industrial services.
- Enhanced transit nodes that are connected to the residents and businesses located in Barrio Logan.
- Diverse housing opportunities for Barrio Logan residents.
- Additional affordable housing opportunities in Barrio Logan.
- Quality neighborhood and community-serving commercial uses.
- Protect maritime and maritime-related activities west of Harbor Drive and ensure that these activities do not affect the health and safety of Barrio Logan residents.
- Protect maritime-related activities within the Transition Zone and ensure that these activities do not affect the health and safety of Barrio Logan residents.
- Retain the waterfront's role as an important location for maritime-oriented production and repair (MPR) activities.
- Retention and enhancement of community-supporting institutional uses.
- Protection of Prime Industrial Lands from encroachment from sensitive receptor land uses.

Barrio Logan

Neighborhood-serving commercial uses

2.1 LAND USE DISTRIBUTION

Table 2-1 is based on the Land Use categories within the General Plan and has been refined to implement the land uses within Barrio Logan. It identifies the land use categories within Barrio Logan and describes the uses in each category.

The Barrio Logan Community Plan land use map is a visual representation of the Community Plan land use designations as illustrated in Figure 2-1. The Community Plan text and graphics are equally necessary to communicate the intent of the plan policies.

Table 2-1 Barrio Logan Land Use Categories

General Plan Land Use	Community Plan Designation	Use Considerations	Description	Density Range (du/ac)	Floor Area Ratio Intensity
Park, Open Space, and Recreation	Open Space	None	Provides for open space, may have utility for: primarily passive park; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	Not Applicable	Not Applicable
	Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks.	Not Applicable	Not Applicable
Residential	Residential - Low Med	None	Provides for both single-family and multi-family housing within a low-medium-density range.	10-14 du/ac	RX-1-2: .80
	Residential - Medium	None	Provides for both single-family and multi-family housing within a medium-density range.	15-29 du/ac	RT-1-5: 1.20/1.60 RM-2-5: 1.35
	Community Village	Commercial Permitted	Provides for a range of multi-family housing within a high density range of 30 to 44 dwelling units.	30-44 du/ac	RM-3-7:1.80 RM-3-9: 2.70 CN-1-3: 1.0/1.75 CN-1-4: 1.0/2.2
		Commercial Permitted	Provides for a range of multi-family housing within a high density range of 44 to 73 dwelling units per acre.	44-73 du/ac	
Commercial	Neighborhood Commercial	Residential Permitted	Provides local convenience shopping, civic uses, and commercial services serving an approximate three mile radius. Establishments engaged in the chrome plating of materials are not permitted.	15-29 du/ac	CN-1-3: 1.0/1.75 CN-1-4: 1.0/2.2
	Community Commercial	Residential Prohibited	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. Drive-through commercial establishments are not permitted.	Not Applicable	CC-2-1: .75 CC-2-3: 1.5 CC-3-4: 1.5
		Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at large. Establishments engaged in the chrome plating of materials are not permitted.	30-44 du/ac	CC-3-6: 1.5
	Office Commercial	Residential Prohibited	Provides for office employment uses with limited, complementary retail uses.	Not Applicable	CO-2-1: .75 CO-2-2: 1.5
	Heavy Commercial	Residential Prohibited	Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service that cater to the maritime industries. Establishments engaged in the chrome plating of materials are not permitted.	Not Applicable	CO-2-2: 1.5
Institutional	School/Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the Community Plan.	Not Applicable	Not Applicable
Multiple Use	Community Village	Residential Required	Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large. Establishments engaged in the chrome plating of materials are not permitted.	30-44 du/ac	RM-3-7:1.80 RM-3-9: 2.70 CN-1-3: 1.0/1.75 CN-1-4: 1.0/2.2
Industrial	Heavy Industrial	Office Use Limited	Provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, and primary processing uses that may have nuisance or hazardous characteristics.	Not Applicable	IH-1-1: 2.0 IH-1-2: 2.0

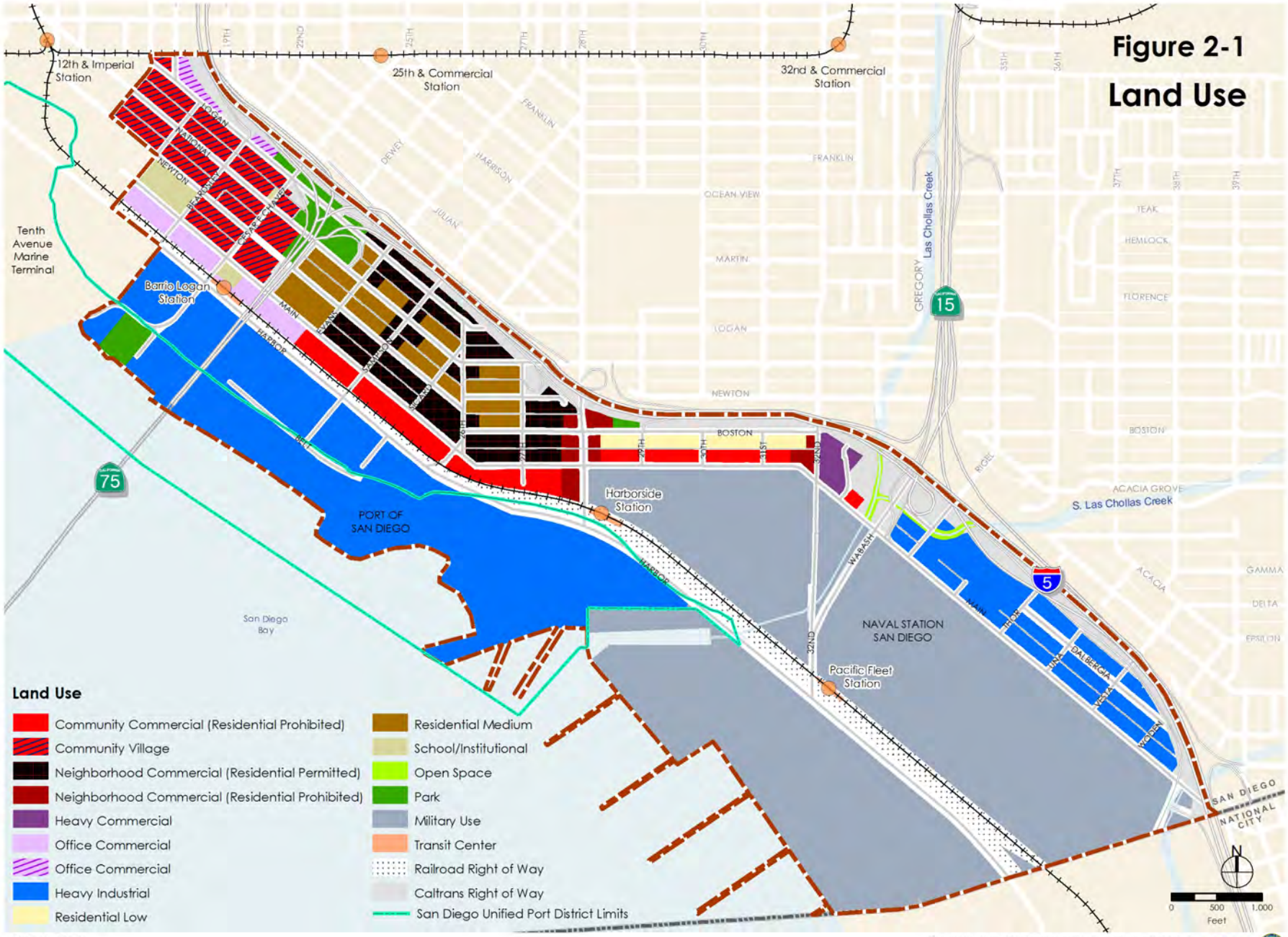
Figure 2-1
Land Use
12th & Imperial Station
25th & Commercial Station
32nd & Commercial Station
Tenth Avenue Marine Terminal
Barrio Logan Station
Harborside Station
Pacific Fleet Station
PORT OF SAN DIEGO
NAVAL STATION SAN DIEGO
San Diego Bay
Las Chollas Creek
S. Las Chollas Creek
SAN DIEGO
NATIONAL CITY
Land Use
Community Commercial (Residential Prohibited)
Community Village
Neighborhood Commercial (Residential Permitted)
Neighborhood Commercial (Residential Prohibited)
Heavy Commercial
Office Commercial
Office Commercial
Heavy Industrial
Residential Low
Residential Medium
School/Institutional
Open Space
Park
Military Use
Transit Center
Railroad Right of Way
Caltrans Right of Way
San Diego Unified Port District Limits
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LAND USE - EXISTING AND PLANNED

A comparison of land uses between the Barrio Logan Community Plan Land Use Element with buildout in Year 2035 and those of existing 2010 land uses are illustrated in Tables 2-2 and 2-3.

In order to foster a healthy community that is balanced with economic prosperity for businesses and residents alike, this plan encourages development that builds on Barrio Logan's established character as a mixed-use, working neighborhood by:

- Fostering Barrio Logan's role in the City's economy by protecting existing and future production, distribution, repair, and maritime activities in predominantly industrial areas.
- Increasing housing in Barrio Logan without impinging on or creating conflicts with identified areas of production, distribution, research and repair activities.
- Establishing a land use pattern that supports and encourages transit use, walking, and biking.
- Better integrating Barrio Logan with the surrounding neighborhoods and improving its connections to Port land and the water's edge.
- Improving the public realm so that it better supports new development and the residential and working population of the neighborhood.

Table 2-2
Existing Land Uses (2010)

General Plan Land Use Category	Existing Uses	
	Acres	% of Total Uses
Park, Open Space, and Recreation	15.71	2.0%
Agriculture	0.00	0.0%
Residential	40.91	4.0%
Institutional, Public and Semi-Public Facilities	11.06	1.0%
Commercial Employment, Retail, and Services	25.91	3.0%
Industrial Employment	121.64	12.0%
Port Industrial*	112.24	11.0%
Roads /Freeways/ Transportation Facilities*	290.38	29.0%
Military*	368.11	37.0%
Vacant*	13.66	1.0%
Total	999.61	100%

* These uses are not General Plan land use categories. They are included to provide accurate accounting of the total acreage in the Barrio Logan Community Plan Area.

Table 2-3
Land Uses at Buildout

Land Use Category	Existing Uses	
	Acres	% of Uses
Single family	2.98	.3%
Multifamily	48.15	4.8%
Commercial	98.41	9.8%
Industrial	60.49	6.1%
Port Industrial	112.24	11.2%
Elementary School	4.15	.4%
Community College	.99	.1%
Other Institutional	1.21	.1%
City Facilities	.34	.003%
City Park	9.06	.9%
Port Park	4.27	.4%
Open Space	10.49	1%
Transportation/Utilities	278.7	27.9%
Military	368.11	36.8%
Total	999.61	100%

Retain and enhance existing compatible commercial uses

2.2 RESIDENTIAL LAND USE

One of the main goals of the Barrio Logan Community Plan is to expand and preserve the supply of affordable housing through the construction of new units as well as the preservation and restoration of the older homes in Barrio Logan. Due to the unique nature of the small lot development in Barrio Logan, other methods of development to achieve infill housing is encouraged. These methods include the development of companion units on the lower density residential sites as well as the development of live/work style units to accommodate working artists within the community and small lot housing that allows for smaller-scale housing units. Furthermore, shopkeeper units which allow families to live above commercial, retail and office space is encouraged as part of this plan.

Review of the data in tables 2-4 identifies the following about Barrio Logan and about its relation to the City as a whole:

Table 2-4 Future 2030 Housing and Population Estimates Comparisons Barrio Logan and the City of San Diego

	Household Population	Housing Stock				Median Household Income	Household Size
		Single Family		Multi-Family			
		No.	%	No.	%		
Barrio Logan	13,534	69	2%	3,738	98%	$38,324	3.79
City of San Diego*	1,689,254	280,082	44%	346,026	56%	$70,149	2.70

* SANDAG Regional Forecast 2050 (Series 12) for the year 2030

- The residential character of Barrio Logan is dominated by multi-family development;
- Households in Barrio (persons per household) are generally larger than the those in the City as a whole, with the median household size in Barrio Logan being approximately one-third larger;
- The larger households in Barrio Logan generally live on less income than those in the City as a whole, with the median household income in Barrio Logan being approximately 45% lower.

The data indicates three specific needs within the Barrio Logan Community. First, there is a need for larger living units to accommodate typically larger households. Second, the current community is in need of affordable housing opportunities, based on generally lower household income and larger household size. Finally, the community could benefit from development of jobs that are comparable with the city-wide median for wages within and adjacent to the community.

Achieve a diverse mix of housing types and forms

Mercado del Barrio mixed-use development

RESIDENTIAL POLICIES

Policy 2.2.1 Achieve a diverse mix of housing types and forms, consistent with allowable densities and urban design policies.

Policy 2.2.2 Rehabilitate quality older residential development and balance it with new development.

Policy 2.2.3 Promote construction of larger housing units suitable for families with children by utilizing density bonus incentives.

Policy 2.2.4 Provide development of housing that incorporates universal design standards for persons with disabilities.

Policy 2.2.5 Enable rental and ownership opportunities in all types of housing including the alternate housing units such as companion units, live/work studios and shopkeeper units as well as small-lot housing typologies with reduced and for-sale townhomes.

Policy 2.2.6 Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable manner.

Policy 2.2.7 Preserve existing single family homes which provide affordable housing and contribute to Barrio Logan's unique character

Policy 2.2.8 Support development of companion units in lower density areas such as the Historic Core and along Boston Street south of 29th Street in order to provide additional residential units and opportunities for co-generational habitation as well as a financial tool for low-income homeowners to meet their mortgage obligations.

Policy 2.2.9 Conduct site remediation work in order to reduce issues associated with potential ground contamination on parcels that have operated with industrial uses on site and that have been re-designated for residential and mixed-use development. Require soil remediation to occur as part of development when proposing a change in use from Industrial or Heavy Commercial to residential and or mixed residential development.

Encourage the preservation and renovation of culturally and historically significant residential units

Promote construction of larger housing units suitable for families with children

Affordable housing at the Los Vientos Housing Project on National Avenue

AFFORDABLE HOUSING POLICIES

Policy 2.2.10 Promote the production of very-low and low income affordable housing in all residential and multi-use neighborhood designations.

Policy 2.2.11 Create affordable home ownership opportunities for moderate income buyers.

Policy 2.2.12 Encourage the development of moderately priced, market-rate (unsubsidized) housing affordable to middle income households earning up to 150% of area median income.

Policy 2.2.13 Promote homebuyer assistance programs for moderate-income buyers.

Policy 2.2.14 Utilize land-use, regulatory and financial tools to facilitate the development of housing affordable to all income levels.

2.3 COMMERCIAL LAND USE

Commercial uses are located throughout the Barrio Logan Community, except for the area between Harbor Drive and the San Diego Bay. The commercial uses tend to be grouped into a number of categories; maritime/industry serving, resident/community serving, worker/navy serving, and auto/oriented serving. Barrio Logan contains five commercial Community Plan land use designations. Two of those designations allow residential use at varied densities, and three of the designations prohibit residential. See Land Use Map for the precise location of these designations.

Barrio Logan has long been home to maritime activities, including the existing ship yards along the San Diego Bay. Maintaining and supporting these marine-related activities, including ship repair, maritime support, warehousing and storage, and shipping, is important to both Barrio Logan and more generally to San Diego's economy.

COMMERCIAL LAND USE POLICIES

Policy 2.3.1 Enhance and retain maritime-oriented commercial uses that are compatible with surrounding land uses.

Policy 2.3.2 Retain and enhance existing neighborhood-serving commercial uses.

Policy 2.3.3 Encourage the development of shopkeeper units and live/work units that allow residents to own and operate office, professional and retail uses.

Policy 2.3.4 Consider the vacant San Diego Gas & Electric power plant site on Sampson Street as an opportunity for reuse for larger-scale office, commercial, research or manufacturing activities.

Policy 2.3.5 Ensure that development and uses contained within the Transition Zone does not adversely affect the health and safety of the surrounding community.

Policy 2.3.6 Require development of flexible buildings with generous floor-to-ceiling heights, large floor plates, and other features within the Transition Zone.

Policy 2.3.7 Allow coffee roasting facilities to be located in areas designated as Community Village and Neighborhood Commercial.

2.4 INSTITUTIONAL LAND USE

Institutional uses provide public or semi-public services to the community. Table 2-7 identifies the public institutional uses serving Barrio Logan. Other institutional uses spread throughout the community include private schools, child care facilities, a vocational college, churches, and centers that provide health, development, and counseling service.

INSTITUTIONAL LAND USE POLICIES

Policy 2.4.1 Provide support to community social service institutions.

Policy 2.4.2 Coordinate with the San Diego Unified School District to develop a joint use park facility with Perkins Elementary School. (Refer to Recreational Element).

Table 2-7 Public Institutional Uses Serving Barrio Logan

Institutional Use	Facility	Location
Educational	Perkins Elementary School	Barrio Logan
	Burbank Elementary School	Southeastern San Diego
	San Diego High School	Downtown
San Diego	Fire Station No. 7	Barrio Logan
	Central Division	Southeastern San Diego
Library	Logan Heights Branch Library	Southeastern San Diego
	Central Library	Downtown
U.S. Government	Post Office 277 Logan Ave.	Southeastern San Diego

2.5 INDUSTRIAL LAND USE

The Economic Prosperity Element of the General Plan addresses the relationship between industrial lands and the economic health of the City. As stated in the General Plan, the policies "are intended to strengthen our industries, retain and create good jobs, with self sufficient wages, increase income, and stimulate economic investment in our communities". The element also addresses Prime Industrial lands that support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, and research and development uses. These lands should be protected and maintained.

The Barrio Logan Community Plan designates parcels south of Wabash Street and to the west of Harbor Drive, as Heavy Industrial due to their industrial character. These areas have also been identified as Prime Industrial lands which contribute to the regional economy and support waterfront related activities.

Protect and promote development of maritime-related uses

INDUSTRIAL LAND USE POLICIES

Policy 2.5.1 Protect and promote activities, by prohibiting construction of new housing and limiting the amount of office and retail uses that can be introduced in industrial areas.

Policy 2.5.2 Protect and promote development of maritime and maritime-related uses that do not present health-related or environmental hazards to adjacent sensitive receptors.

Policy 2.5.3 Encourage parking management, increased use of alternative modes of transportation, and additional parking spaces to reduce parking impacts associated with port-related industries.

Policy 2.5.4 Allow industrial land uses that minimize conflicts with incompatible uses through building design and truck restrictions and provide a balance between the needs of the heavy industrial businesses that are located west of Harbor Drive and the residences contained within the community.

Policy 2.5.5 Encourage new industrial buildings be designed to better integrate with the surrounding neighborhood.

Policy 2.5.6 Use active uses such as lobbies, offices, and retail areas to provide transparency on the street.

Policy 2.5.7 Encourage the addition of plazas, courtyards and outdoor places for employees to gather and recreate.

Policy 2.5.8 The integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections are encouraged to provided multi-modal access (refer to General Plan Policies UD-D.1 through D.3).

Promote economic growth in the community

Reduce negative effects through building design

2.6 AIRPORT LAND USE COMPATIBILITY

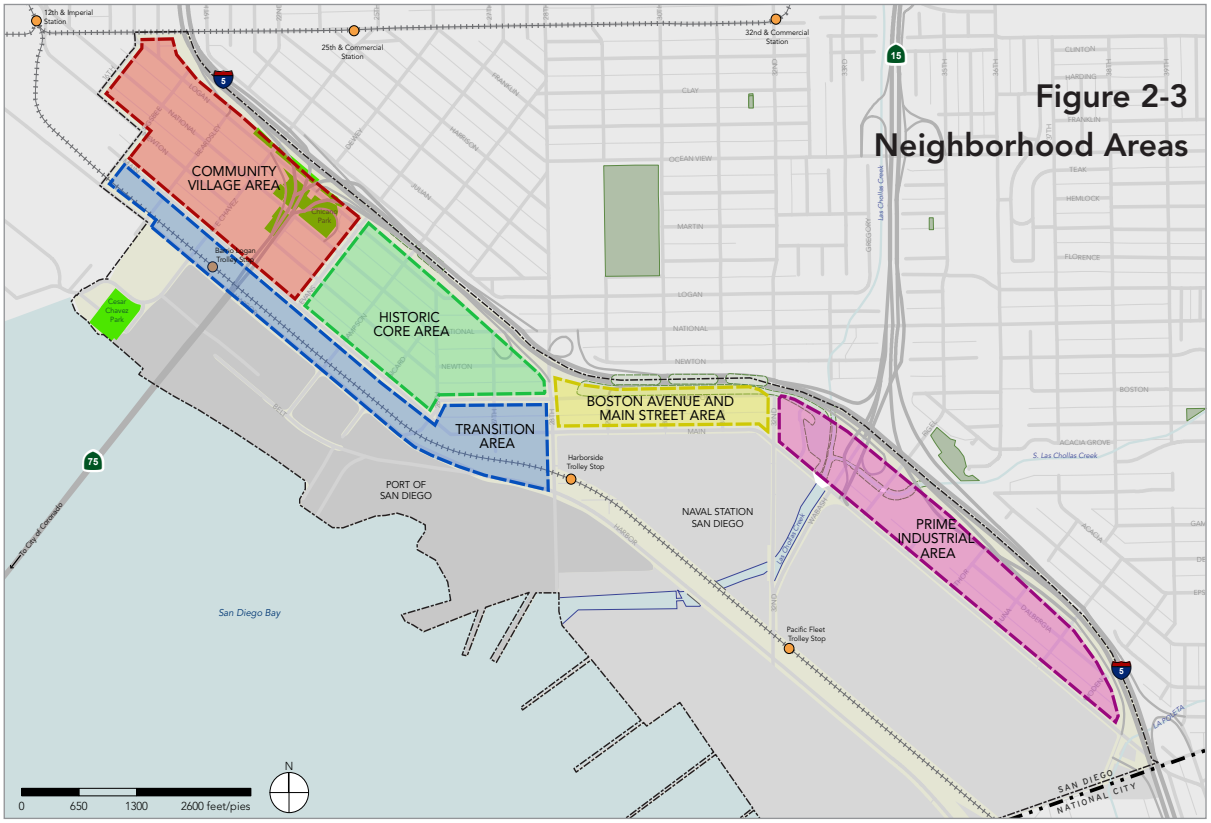
The Airport Influence Areas for Naval Air Station North Island and San Diego International Airport affect the Barrio Logan Community. The Airport Influence Area is composed of the noise contours, safety zones, airspace protection surfaces, and over-flight areas for the two airports and serves as the planning boundaries for the Airport Land Use Compatibility Plans.

AIRPORT LAND USE COMPATIBILITY POLICY

Policy 2.6.1 Ensure new development proposals are consistent with airport land use compatibility policies and regulations.

2.7 SPECIFIC NEIGHBORHOOD GUIDELINES

Barrio Logan is comprised of five distinct neighborhoods. The five specific neighborhood areas coincide with the Landscape Districts of Section 4.3 Urban Forestry and are shown in Figure 2-3. The following guidelines are based on the characteristics of the built environment and the existing and desired land use pattern. These areas include the Barrio Logan Community Village, Historic Core, Transition Area, Boston and Main Street Corridor Area, and two Prime Industrial Areas. The following sections provide specific land use recommendations within each neighborhood area. When reviewing the following policies and guidelines, also refer to General Plan policies UD-C.1 –C.7 and UD-F.3.



Mixed use office building with retail and office uses

Build on the character of the community

Encourage diverse housing opportunities

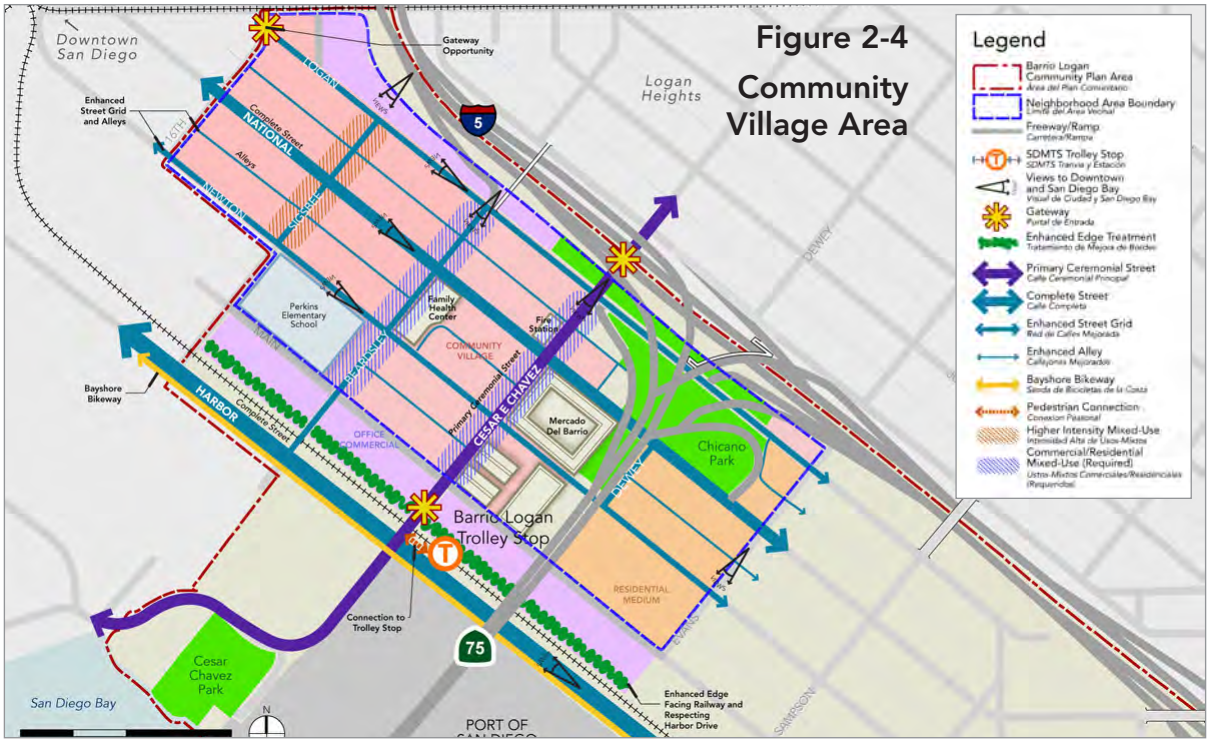


Figure 2-4
Community Village Area

COMMUNITY VILLAGE AREA

The Barrio Logan Community Village draws upon the character and strength of the Barrio's setting, commercial centers, institutions and employment centers as shown in Figure 2-4.

The Village area is planned to be a vibrant pedestrian neighborhood with enhanced connectivity that reflects the types of public spaces, structures, public art, connections, and land uses that are influenced by Latino culture.

The Village land uses will include a combination of residential, commercial and residential vertical mixed use, office, commercial, recreational, civic, and institutional uses. It is envisioned that Village streets and walkways will be designed to meet the needs of the pedestrian first and buildings will be designed to reflect human scale.

COMMUNITY VILLAGE AREA POLICIES

Policy 2.7.1 Promote Cesar E. Chavez Parkway as the community's primary ceremonial street as described in the Mobility Element.

Policy 2.7.2 Orient street frontages onto Cesar E. Chavez Parkway, and provide for outdoor seating and space for retailers to display their wares.

Policy 2.7.3 Ensure public view corridors are enhanced along Logan Avenue, National Avenue, Newton Avenue and Main Street.

Policy 2.7.4 Provide sidewalks that are 15 feet wide along Cesar E. Chavez Parkway to allow for enhanced pedestrian and commercial activity.

Policy 2.7.5 Require new development at the intersections of Logan Avenue, National Avenue, Newton Avenue and Main Street to provide sidewalks that are 10 to 14 feet in width and include corner sidewalk bulb-outs.

Policy 2.7.6 Require development to provide appropriate setbacks between 5 feet and 10 feet in order to emphasize and enhance the designated public view corridors along National Avenue, Newton Avenue and Logan Avenue northwest of the San Diego-Coronado Bay Bridge.

Policy 2.7.7 Protect and preserve small retail establishments which provide jobs and entrepreneurship opportunities for local residents.

Encourage smaller scale infill development

Scale of existing buildings should be reflected through design and choice of materials of new development

Rehabilitate existing residential units that contribute to the historic core's character and fabric

Figure 2-5
Historic Core Area

Rehabilitate existing residential units that contribute to the historic core's character and fabric.

HISTORIC CORE AREA

Development within the historic core (see Figure 2-5) should complement the existing and evolving character of the built environment. Commercial development and housing that provides live/work spaces, small lot housing, shopkeeper units interspersed with the existing quality development of the neighborhood, along with new housing that provides live/work spaces, small lot housing, shopkeeper units, and workspace. Live work units for residents are envisioned as a vital part of an evolving arts district along Logan Avenue.

Respect the existing development pattern

HISTORIC CORE AREA POLICIES

Policy 2.7.8 Respect the existing development pattern within the Historic Core area

Policy 2.7.9 Discourage parcel consolidation over 14,000 square feet in the Historic Core to maintain the historic building pattern of smaller buildings. If this is not possible, the scale of the existing buildings should be reflected through design and choice of materials for new development.

Policy 2.7.10 Encourage, smaller-scale infill development throughout the Historic Core.

Policy 2.7.11 Rehabilitate existing residential units that contribute to the historic core's character and fabric. Encourage adaptive reuse of historically or architecturally interesting buildings in cases where the new use would be compatible with the structure itself and the surrounding area.

Policy 2.7.12 Encourage the rehabilitation of housing, in particular the bungalows along Evans Street and Sampson Street, that date back to the times when many Barrio Logan residents worked for the Navy or local fish canneries, as well as the larger residential units along Logan Avenue north of Evans Street.

Policy 2.7.13 Encourage live/work units, pocket housing and shopkeeper units along Logan Avenue and 26th Street in order to increase the vitality and livability of this historic street.

TRANSITION ZONE

In 2008, the San Diego Unified Port District adopted a Transition Zone Policy (BPC Policy 725). The purpose of the Policy is to protect the maritime and maritime-related jobs provided by the Port of San Diego and to protect existing operations and business governed by the Barrio Logan Community Plan or the Port Master Plan. It is also the intent of the Policy to minimize conflicts with incompatible uses and to provide a balance between needs of the Port District and the goals and objectives of the adjacent communities. The Transition Zone is intended to include uses that do not pose health risks to sensitive receptor land uses that are adjacent or proximate to the Port District's industries.

The Barrio Logan Community Plan implements the intent of the San Diego Unified Port District Transitional Zone (See Figures 2-6). Residential uses are prohibited adjacent to Harbor Drive or Main Street south of 28th Street. The Transition Area is intended provide a buffer comprised of buildings between the Heavy Industrial uses west of Harbor Drive and the community of Barrio Logan. The area will emphasize the use of high quality materials and design.

Treat rail facing facades as primary facades

Provide landscaping and sidewalks

TRANSITION ZONE POLICIES

Policy 2.7.14 Protect and promote community commercial uses by prohibiting residential uses within the Transition Zone.

Policy 2.7.15 Include active uses fronting the sidewalk such as retail services to engage and enliven the street in the Transition Zone.

Policy 2.7.16 Treat building facades facing the rail road right-of-way as primary façades. These facades should use quality materials, and screen the service and loading areas from the right-of-way.

Policy 2.7.17 Ensure that truck and auto ingress and egress are taken from the west side of properties facing the railway and trolley tracks in order to minimize impacts to the community east of Main Street.

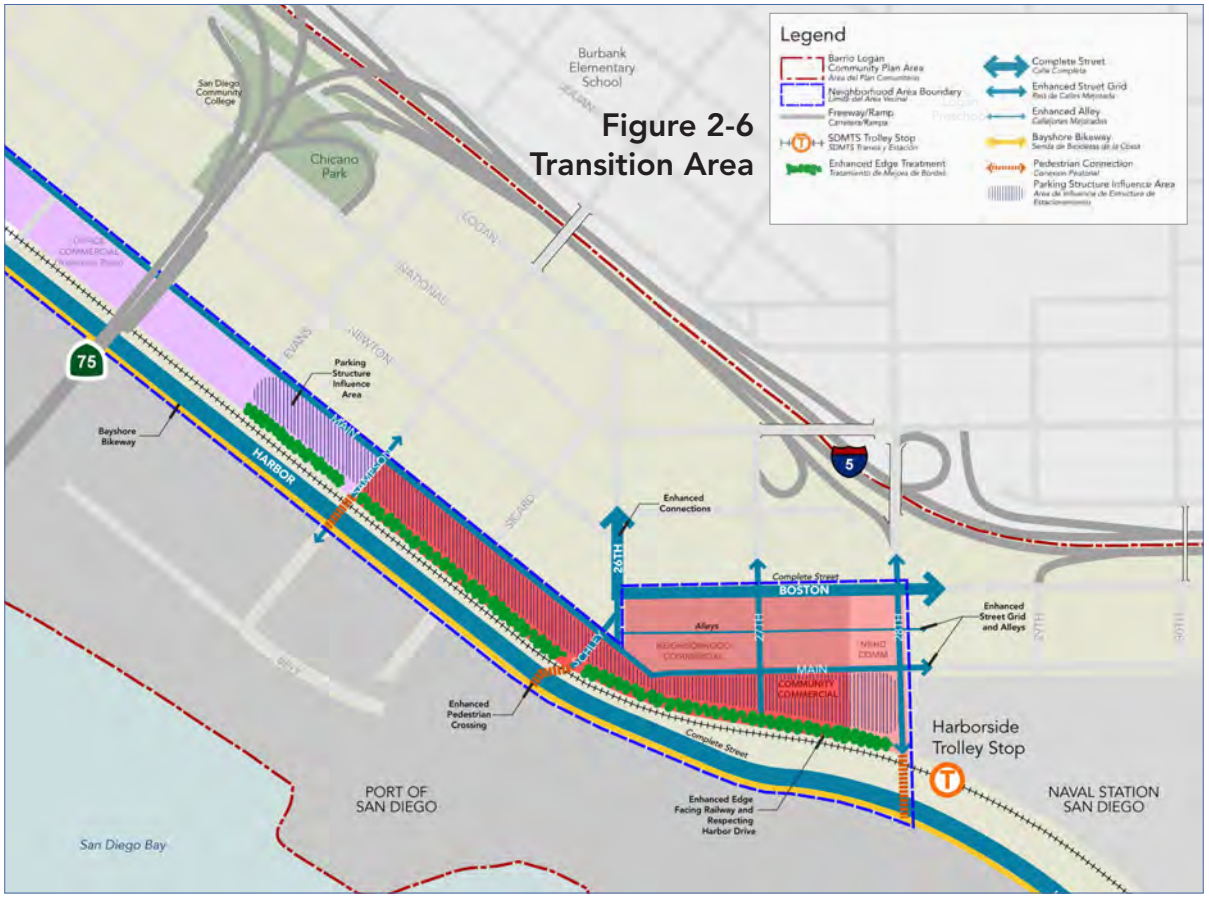


Figure 2-6
Transition Area

PRIME INDUSTRIAL AREAS

Barrio Logan's Prime Industrial lands are long-term that serve a critical role in the region's economy. The design of the industrial structures should be sensitively designed since they are adjacent to residential and mixed use neighborhoods, and open space systems. Figure 5.1 illustrates the Prime Industrial Area in Barrio Logan.

PRIME INDUSTRIAL AREA POLICIES

Policy 2.7.18 Protect the stock of existing buildings used by, or appropriate for, industrial businesses by restricting conversions of industrial buildings for retail or office uses in areas identified as Prime Industrial land.

Policy 2.7.19 Apply restrictive Heavy Industrial zoning to areas identified as Prime Industrial land to ensure that sensitive receptor and public assembly land uses will not result in land use conflicts or otherwise diminish the availability or attractiveness of these areas to existing and future industrial uses.

Policy 2.7.20 Ensure that new land uses adjacent to Prime Industrial areas does not conflict with existing industrial operations characteristic of these areas or conflict with transportation access to these areas.

Figure 2-7
Prime Industrial Area

BOSTON AND MAIN STREET CORRIDOR

Boston Avenue between 28th St. and 32nd St. is defined primarily by single family homes. Main Street between 28th Street and 32nd Street is characterized by a wide array of commercial, industrial and residential uses. The Mobility Element of the Plan provides policies for reducing the street width along Boston Avenue between 29th Street and 32nd Street from 60-feet to 40-feet in order to slow traffic speeds to improve safety for residents. Main Street is envisioned to intensify with higher intensity commercial and office uses.

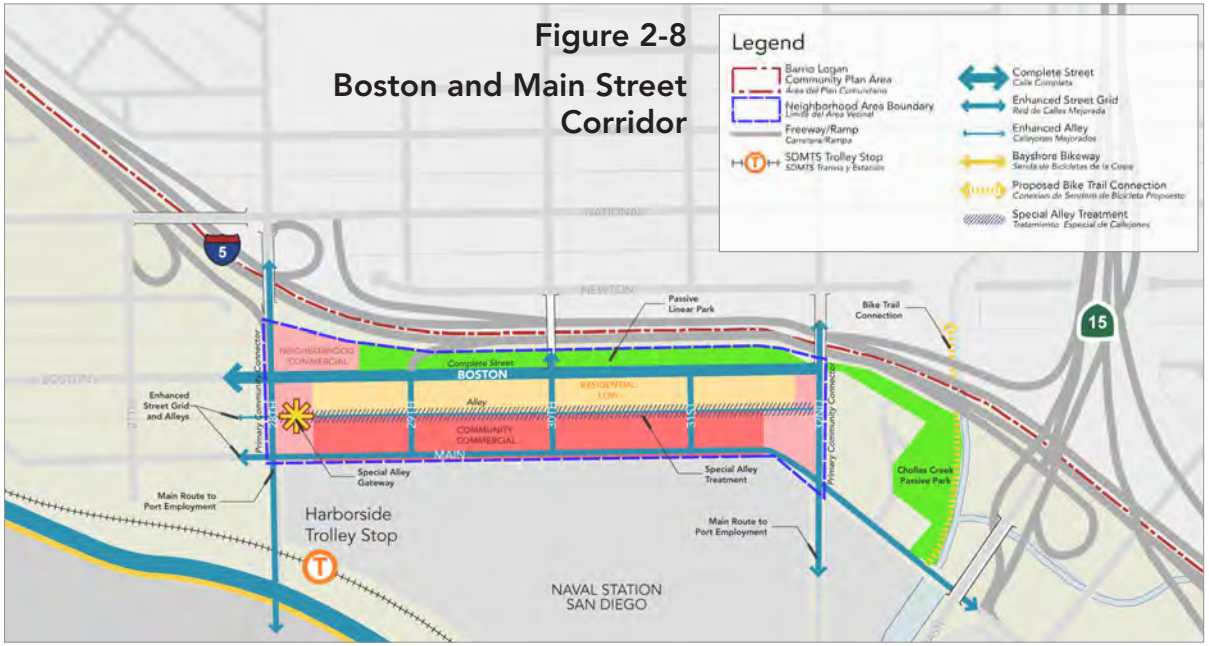


Figure 2-8
Boston and Main Street Corridor

BOSTON AND MAIN STREET CORRIDOR POLICIES

Policy 2.7.21 Enhance the low density residential neighborhood along Boston Avenue and mixed-use nature of Main Street by encouraging appropriately scaled and sited infill development.

Policy 2.7.22 Encourage the development of companion units along Boston Avenue.

Policy 2.7.23 Preserve single-family residential units along Boston Avenue.

Policy 2.7.24 Reduce the width of Boston Avenue from 60 feet to 40 feet as cited in the Mobility Element of the Plan.

Policy 2.7.25 Create a passive trail that includes recreational opportunities along the north side of Boston Avenue between 29th Street and 32nd Street.

Policy 2.7.26 Encourage new office and commercial retail serving uses along Main Street.

Policy 2.7.27 Respect the existing development pattern of Main Street by utilizing smaller-scale infill commercial and office development.

Older industrial buildings in predominantly residential areas can be adaptively reused for commercial purposes

2.8 COASTAL DEVELOPMENT PERMIT CATEGORICAL EXCLUSION

Development within boundaries identified in Figure 2-9 that complies with the underlying base zone requirements is categorically excluded from obtaining a Coastal Development Permit pursuant to Categorical Exclusion Order Number _____1. The exclusion is intended to incentivize revitalization within these areas.

1. The Categorical Exclusion Order Number will be created once the Community Plan and the Local Coastal Program is certified by the California Coastal Commission.

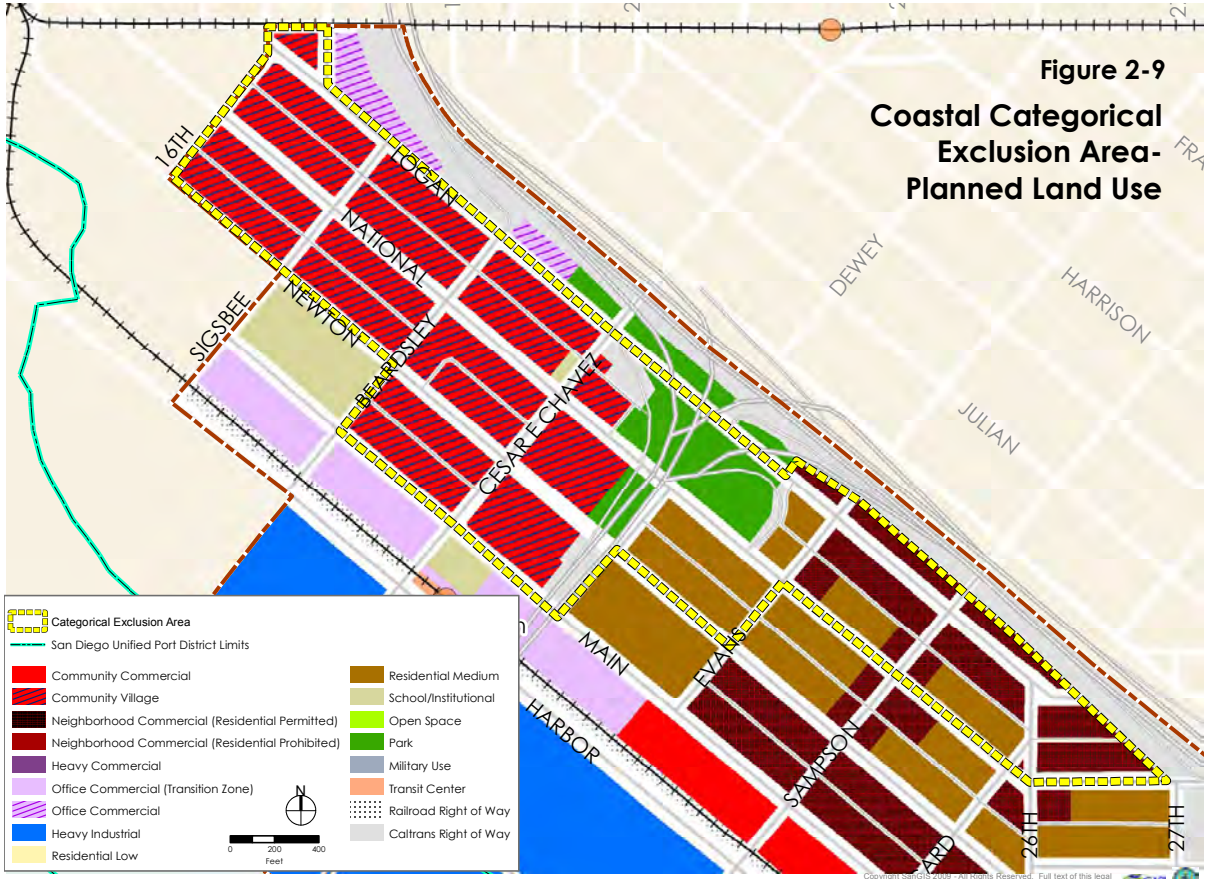


Figure 2-9
Coastal Categorical Exclusion Area- Planned Land Use

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CHAPTER THREE

mobility element

IN THIS CHAPTER

Goals

Walkability & Complete Streets

Transit Services and Facilities

Streets and Freeways

Transportation Demand Management

Bicycling

Parking

Goods Movement and Freight Circulation

Barrio Logan's location on the San Diego waterfront, proximity to downtown San Diego, and older urban and mixed use characteristics combined with the existing transportation infrastructure and services in the community create unique opportunities and challenges in planning for mobility in Barrio Logan. All modes of surface transportation have an important role in serving the existing and future needs of the community.

Although Barrio Logan is one of the smallest community planning areas, it has a large amount of land area devoted to transportation. Three freeways, Interstate 5 (I-5), State Route 15 (SR-15) and State Route 75 (SR-75) along with the rail corridor parallel to Harbor Drive provide regional access but also interrupt the connectivity of the established grid pattern of streets. Despite several pedestrian and vehicular over and undercrossings, these facilities create perceived physical and perceptive barriers. The multiple access and exit ramps to and from the freeways contribute to the traffic operations challenges.

It is the intent of the Mobility Element to preserve the essential character of the neighborhood while supporting a full, equitable range of choices for the movement of people and goods to, within, and from the Port tidelands and throughout the Barrio Logan community. The Mobility Element supports and helps to implement the General Plan at the community plan level by including specific goals, policies, and recommendations that will improve mobility through the development of a balanced, multi-modal transportation network.

GOALS

- Pedestrian-friendly facilities throughout the community with an emphasis on Cesar E. Chavez Parkway, 28th Street, the National Avenue/26th Street/Boston Avenue corridor, and Harbor Drive.
- Transit as a mode of choice for residents and employees in the area by supporting improvements to transit service and infrastructure.
- Adequate capacity and improved regional access for vehicular traffic on heavily traveled roadways through focused improvements.
- A parking management strategy that reduces the parking impacts associated with Port tenant and Naval facilities on Barrio Logan streets.
- A safe bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.
- Safe and efficient truck routes for access to San Diego Bay-front industries as well as businesses within the Barrio Logan community that minimize the negative impacts associated with truck traffic.

3.1 WALKABILITY

Barrio Logan has several important features of a walkable community including its fine-grained mix of residential and neighborhood serving commercial uses in the village area and basic grid network of streets throughout. Walking is commonplace in Barrio Logan and sidewalks exist on virtually all streets. Deficiencies in the pedestrian environment include the barriers presented by the rail and freeway infrastructure, large land parcels, industrial uses interspersed throughout the neighborhood, and inadequate sidewalks and pedestrian facilities on higher pedestrian and traffic volume streets. Pedestrian routes in Barrio Logan have been classified based on definitions in the City's Pedestrian Master Plan and are shown in Figure 3-1, Pedestrian Routes.

The Mobility Element promotes the concept of Complete Streets in which roadways are designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. Complete streets create a sense of place and improve social interaction and may include:

- Sidewalks and buffer areas
- Bicycle lanes
- Well designed and well placed crosswalks
- Raised crosswalks, medians or crossing islands in appropriate midblock locations
- Special bus lanes
- Accessible pedestrian signals
- Sidewalk bulb-outs
- Street trees, planter strips and ground cover, staggered parking, and other 'traffic calming' techniques which tend to lower speeds and define an edge to travel ways
- Center medians with trees and ground cover
- Reduction in numbers of driveways

All recommended improvements in the Mobility Element were developed with consideration of implementing complete streets. General Plan

Barrio Logan served by Blue Line trolley

policies ME-A.6 through ME-A.9 as well as the Traffic Calming Toolbox, Tables ME-1 and ME-2, should be consulted for additional policies.

WALKABILITY POLICIES

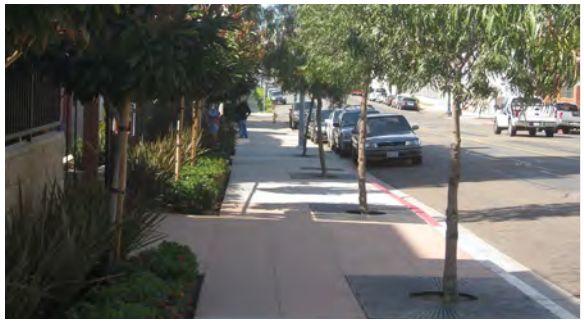
Policy 3.1.1 Support and promote complete sidewalk and intersection improvements along Harbor Drive including the intersections at: Sampson Street, Cesar E. Chavez Parkway, Schley Street, 28th Street and 32nd Street.

Policy 3.1.2 Support improvements to grade-separate the Cesar E. Chavez Parkway, 28th Street and 32nd Street Trolley tracks in order to enhance pedestrian, bicycle, auto and truck circulation

Policy 3.1.3 Install missing sidewalk and curb ramps and remove accessibility barriers.

Policy 3.1.4 Provide marked crosswalks and pedestrian countdown timers at all signalized intersections.

Policy 3.1.5 Work with Caltrans to redesign the access to the San Diego-Coronado Bay Bridge onramp at Cesar E. Chavez Parkway and Logan Avenue to improve the pedestrian environment.



Pleasing pedestrian environment

Policy 3.1.6 Improve the pedestrian environment adjacent to transit stops through the installation and maintenance of signs and crosswalks and other appropriate measures.

Policy 3.1.7 Redesign underutilized portions of streets as public spaces, such as widened sidewalks and curb bulb-outs along Boston Avenue, 26th Street, 28th Street, National Avenue and Cesar E. Chavez Parkway.

Policy 3.1.8 Provide shade-producing street trees and street furnishings with an emphasis in the Community Village and Historic Core areas.

Policy 3.1.9 Design the corners of intersections along Cesar E. Chavez Parkway at Logan Avenue, National Avenue, Newton Avenue and Main Street to accommodate public gathering spaces while maintaining the safety and flow of vehicular traffic.

Policy 3.1.10 Retrofit freeway underpasses with architectural lighting to foster pedestrian connections beneath. Prioritize projects for the Cesar E. Chavez Parkway underpass as well as the Wabash Street underpass.

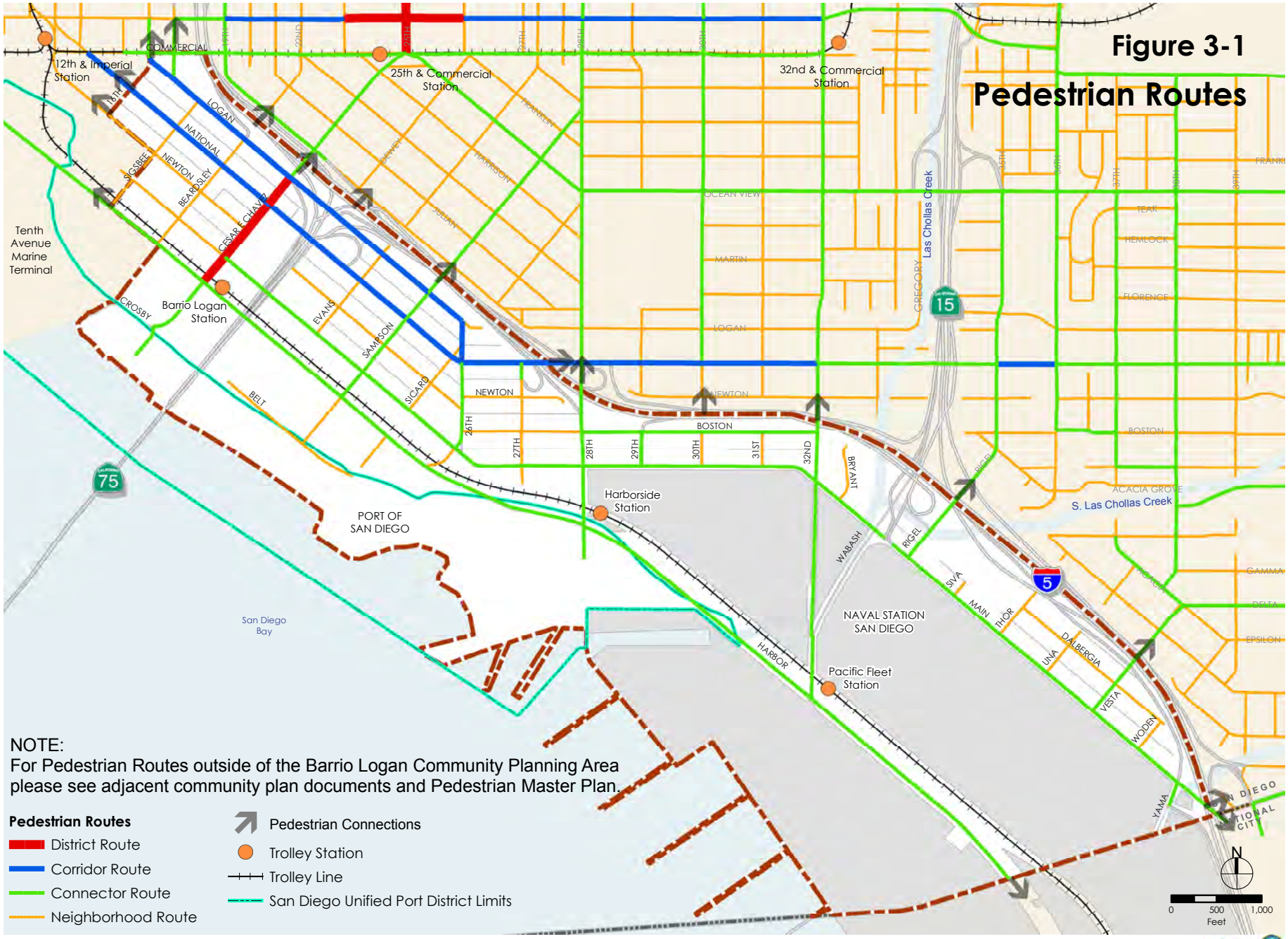
Improve pedestrian environment

Policy 3.1.11 Transform unused rail and freeway rights-of-way into landscaped features to provide a pleasant and safe route where possible for pedestrians. Prioritize improvements for the areas along the east side of Harbor Drive between 32nd Street and Downtown San Diego and adjacent to I-5, SR-75 and SR-15 where the freeway is at-grade or elevated.

3.2 TRANSIT SERVICES AND FACILITIES

Barrio Logan is well served by both local and regional transit. Figure 3-2 illustrates the transit routes and stops within the community. Approximately 88 percent of the community is within one-eighth of a mile or 660 feet of a transit station or stop, and 100 percent of the community is within one-quarter of a mile.

The Metropolitan Transit System (MTS) provides trolley service via the Blue Line that runs from Old Town to San Ysidro, with stations at Cesar E. Chavez Parkway, 28th Street, and 32nd Street. MTS bus routes serving Barrio Logan, as of 2011, are shown on Figure 3-2. In addition to all of the MTS transit stations and stops, a jitney stop exists on the north side of Harbor Drive just west of 32nd Street. The jitney operates like a flexible bus route. General Plan policies ME-B.1 through ME-B.10 should be consulted for additional policies and guidance.



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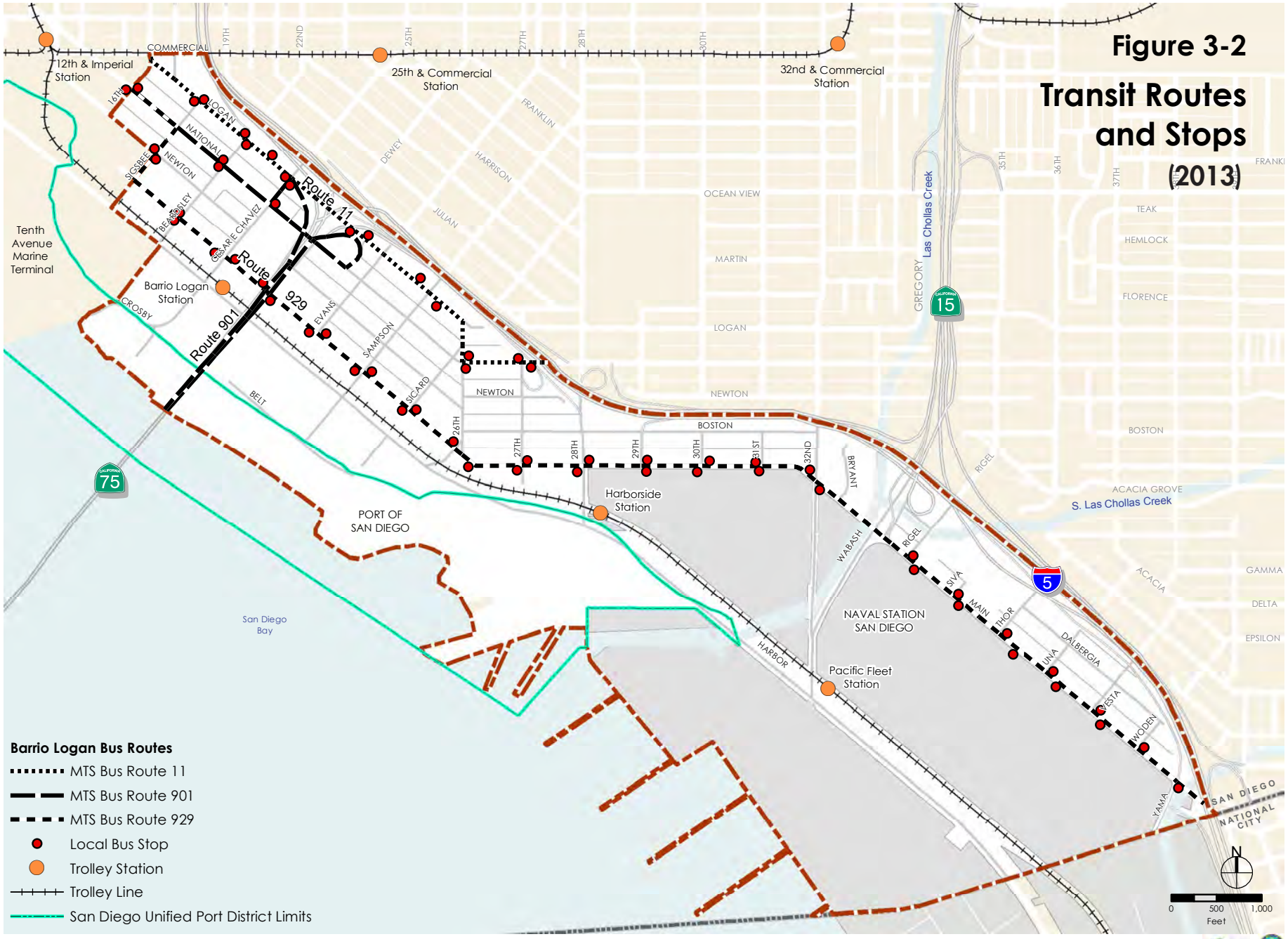

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TRANSIT SERVICES AND FACILITIES POLICIES

Policy 3.2.1 Reduce existing curb cuts where possible to minimize vehicular conflicts with pedestrians and buses on important transit and neighborhood commercial streets such as National Avenue and Main Street.

Policy 3.2.2 Improve the environment surrounding bus and trolley stops through installation of curb extensions, shelters, additional seating, lighting, and landscaping where appropriate.

Policy 3.2.3 Provide enhanced amenities and reflect the importance of the stations along Harbor Drive at Cesar E. Chavez Parkway and 28th Street through unique shelter designs, artwork and real-time transit information.

Policy 3.2.4 Highlight the presence of each of the three trolley stations through street treatments and signage on pedestrian routes to and from each of the stations.

Policy 3.2.5 Work with MTS to incorporate measures to improve personal safety such as lighting, emergency call boxes, and similar upgrades at each of the trolley stations.

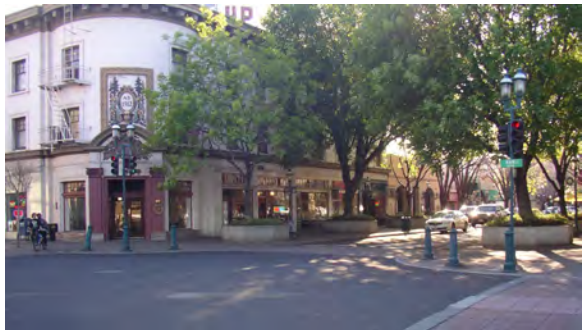
Policy 3.2.6 Work with the San Diego Association of Governments (SANDAG) to incorporate transit infrastructure and service enhancements for Barrio Logan in the Regional Transportation Plan including roadway-rail grade separations at Cesar E. Chavez Parkway, 28th Street, and 32nd Street.

3.3 STREETS AND FREEWAYS

New residential, commercial and industrial development in Barrio Logan will generate additional travel in and through the area. Figure 3-3 shows the existing (2008) street classifications and average daily traffic (ADT) volumes. Figure 3-4a shows the planned buildout street classifications and Figure 2-1 shows the projected buildout average daily traffic.

Efforts should be made to direct some of the new trips to public transit, walking, and biking, while also accommodating new vehicle traffic and minimizing conflicts between modes. Targeted street improvements, transportation systems management techniques, and traffic calming projects should be implemented and expanded to increase street capacity, reduce congestion, reduce speeding and improve neighborhood livability. New technologies should be pursued to respond to current traffic conditions, and move people and goods safely and efficiently throughout the community.

General Plan policies ME-C.1 through ME-C.7 and Table ME-2 Traffic Calming Toolbox should be consulted for additional policies and guidance.



Maximize shade producing trees

Retrofitting freeways with architectural lighting

Barrio Logan trolley station

CESAR E. CHAVEZ PARKWAY CEREMONIAL STREET

The Cesar E. Chavez Ceremonial Street serves as the spine of the Community Village and provides an enhanced multi-modal connection between Chicano Park and the bayfront. The Ceremonial Street is anchored by the Mercado Commercial Mixed Use project.

STREETS AND FREEWAY POLICIES

Policy 3.3.1 Maintain the grid network of streets and alleys.

Policy 3.3.2 Design publicly-accessible alleys to break up the scale of large developments and allow additional access to buildings.

Policy 3.3.3 Discourage vacating streets or alleys, or selling public rights-of-ways including streets or alleys except in cases where significant public benefits can be achieved.

Policy 3.3.4 Encourage the Port to site new structures on Port lands so as not to obstruct public views of the bay from City streets, and to extend east-west streets to the water's edge to facilitate public access to the waterfront.

Policy 3.3.5 Implement the Boston Avenue Linear Passive Park Trail and enhance the pedestrian connection through this area.

Policy 3.3.6 Introduce traffic calming measures where appropriate to improve pedestrian safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets and alleyways.

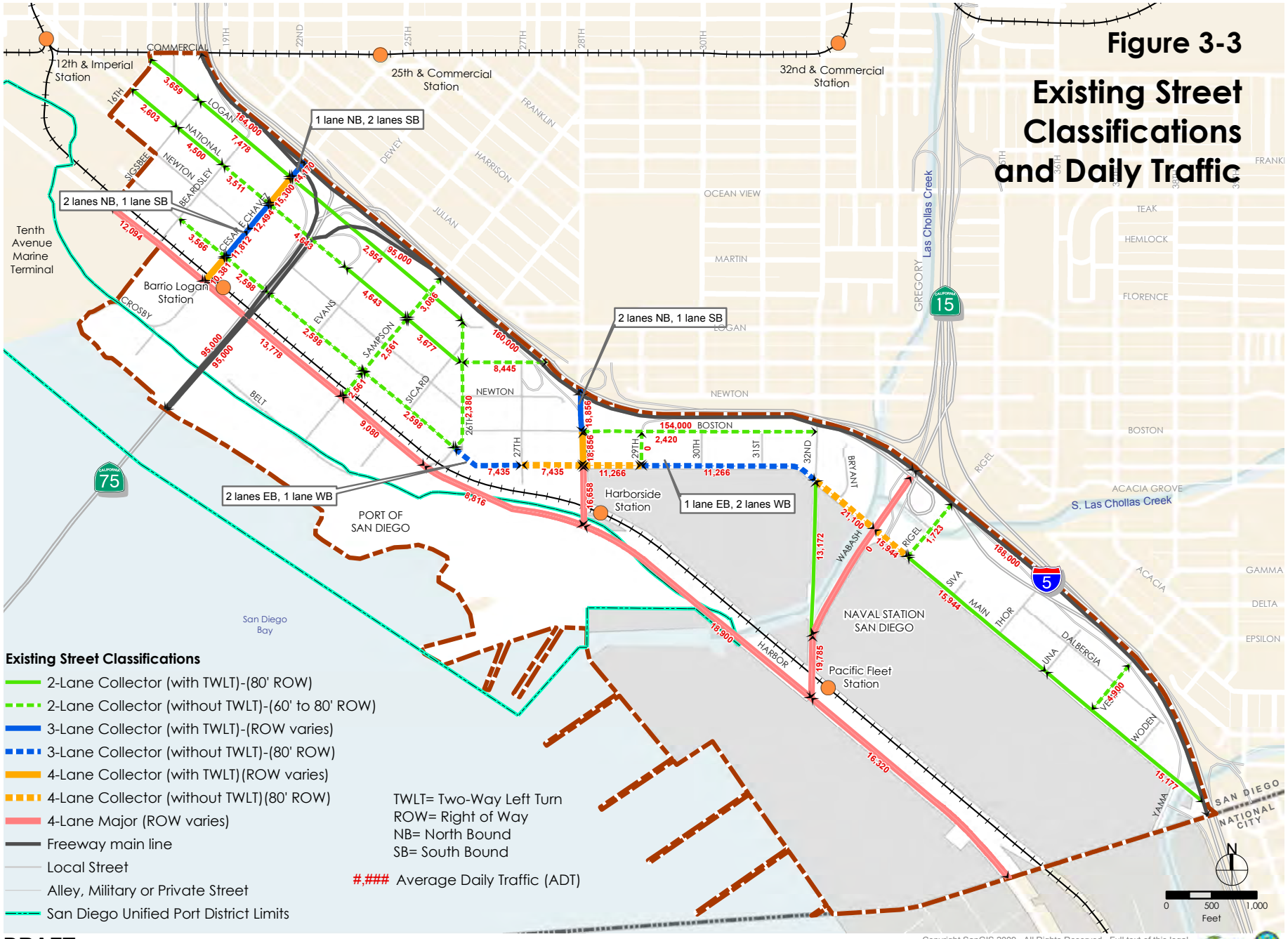
Policy 3.3.7 Implement Intelligent Traffic Systems (ITS) strategies such as smart parking technology, dynamic message signs, and traffic signal coordination to reduce traffic congestion along Harbor Drive, 28th Street and 32nd Street.

Policy 3.3.8 Support roadway-rail grade separation of the trolley by SANDAG at Cesar E. Chavez Parkway, 28th Street, and 32nd Street.

Policy 3.3.9 Coordinate with the US Navy to reduce congestion on 32nd Street through the construction of the Vesta Street overcrossing at Harbor Drive and operational improvements at the intersection of 32nd Street, Norman Scott Road and Wabash Street.

Artist rendition of proposed Cesar E. Chavez Parkway Ceremonial Street

Provide additional amenities at the Barrio Logan trolley station



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3.4 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles and encourage use of a range of transportation options, including public transit, bicycling, walking and ridesharing. These are important tools to reduce congestion and parking demand and are viable in Barrio Logan. General Plan policies ME-E.1 through ME-E.8 should be consulted for additional policies and guidance.

TRANSPORTATION DEMAND MANAGEMENT POLICIES

Policy 3.4.1 Encourage new residential, office and commercial developments, as well as any new parking garages to provide spaces for carsharing.
Policy 3.4.2 Encourage large employers and institutions in the Barrio Logan area such as the Port tenants, and the Community College District to provide transit passes at reduced rates to employees and students and to allow for flexible work and school schedules in order to shift trips to off-peak periods.

Policy 3.4.3 Encourage new residential development to provide transit passes to residents.

Policy 3.4.4 Encourage new commercial, office and industrial development to provide transit passes to employees.

Policy 3.4.5 Encourage employers to coordinate with SANDAG to provide commuter transportation programs.

3.5 BICYCLING

Barrio Logan's flat topography makes it well suited for bicycling. All recommended bicycle facilities are shown on Figure 3-5. General Plan policies ME-F.1 through ME-F.6 should be consulted for additional policies and guidance. Key proposed bike corridors include:

- **National Avenue** which provides a direct connection to Downtown and centralized connections to important institutions and commercial uses within the community.
- **Harbor Drive** which connects to downtown and is the location for the Bayshore Bikeway.
- **28th Street** which provides connections to Southeastern San Diego, Golden Hill and Balboa Park.
- **Cesar E. Chavez Parkway** which provides connections to San Diego Bay, Southeastern San Diego, Golden Hill and Balboa Park.
- **Bayshore Bikeway** which provides a continuous loop route around San Diego Bay comprised of Class 1 and Class 2 facilities along the Harbor Drive corridor.

BICYCLING POLICIES

Policy 3.5.1 Provide and support a continuous network of safe, convenient and attractive bicycle facilities connecting Barrio Logan to the citywide bicycle network and implementing the San Diego Bicycle Master Plan and the Bayshore Bikeway.

Well designed and convenient bicycle facilities

Transportation Demand Management practices should encourage the use of bicycling and walking

Bike lane along Harbor Drive

Policy 3.5.2 Provide secure, accessible and adequate bicycle parking, particularly at Barrio Trolley Station located at Cesar E. Chavez Parkway, 28th Street and 32nd Street trolley stations, within shopping areas including the Mercado Commercial District, and at concentrations of employment throughout the community.

Policy 3.5.3 Work with Caltrans to retrofit the pedestrian overcrossing stairways over I-5 at Beardsley Street and 30th Street to add bike rails to facilitate wheeling a bicycle up the stairs.

3.6 PARKING

Many of the goals and policies of this Plan depend heavily on how parking – both on and off street – is managed in Barrio Logan. These goals include reduced congestion and vehicle trips, improved transit, vibrant neighborhood commercial districts, housing production and affordability, and good urban design.

To support the needs of businesses and create successful commercial areas, on-street parking spaces should be managed to favor short-term shoppers, visitors, and loading. In residential areas such as Boston Avenue and along Newton Avenue, curbside parking should be managed to favor residents.

A reduction of minimum off-street parking requirements in new residential and commercial developments, while continuing to permit reasonable amounts of parking if desired, allows developers more flexibility in how they choose to use scarce developable space but may cause community parking impacts.

Development could be built with reduced off-street parking yet still accommodate the parking needs of drivers through supply and demand measures such as innovative shared parking arrangements, provision of community parking garages, or other means. Community parking garages would ideally be located within the Community Village area and in the Transition Zone. These future shared parking structures are envisioned to provide parking for multiple users. General Plan policies ME-G.1 through ME-G.5 as well as Table ME-3 (Parking Strategies Toolbox) should be consulted for additional policies and guidance.

Innovative parking management strategies

PARKING POLICIES

Policy 3.6.1 Establish parking policies that reduce parking congestion.

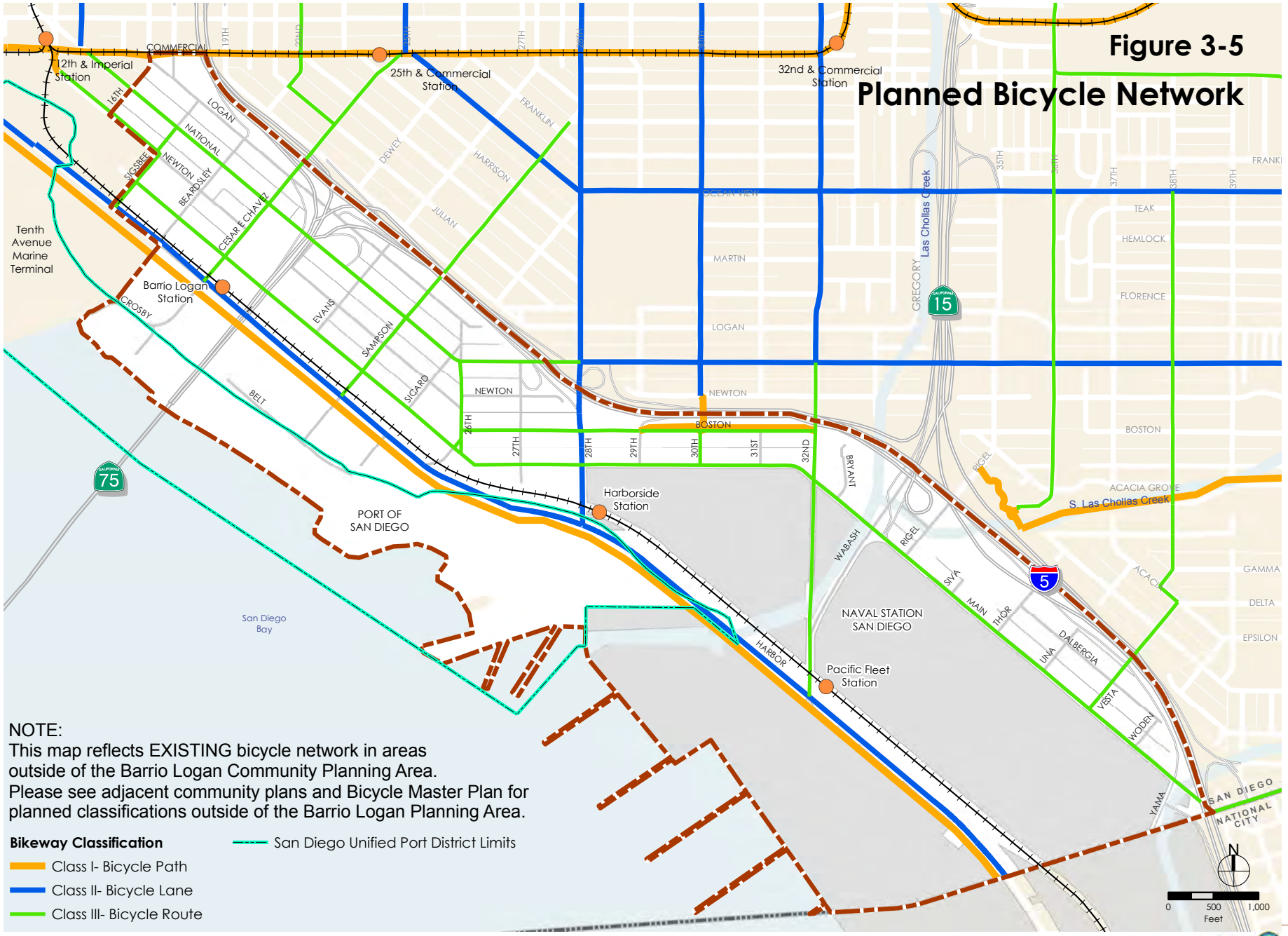
Policy 3.6.2 Permit construction of public parking garages that include shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall number of off-street parking spaces required for development.

Policy 3.6.3 Encourage shared parking arrangements upon completion of a parking structure that accommodates the parking needs of the maritime and port-related industries.

Policy 3.6.4 Encourage parking spaces to be rented, leased, or sold separately from new residential and commercial space.

Policy 3.6.5 Implement on-street parking management strategies in the Community Village, Historic Core and Transition Zone in order to more efficiently use street parking space and increase turnover and parking availability.

Policy 3.6.6 Implement a parking in-lieu fee for new development that would contribute to implementation of parking demand reduction strategies as well as potentially fund parking structures within the community.



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3.7 GOODS MOVEMENT AND FREIGHT CIRCULATION

Certain areas in the Barrio Logan community experience higher than average truck traffic volumes due to the industrial land uses in the community and in the adjacent Port. Truck restrictions have been implemented on various roadways in the community to eliminate the impacts of trucks traveling to and from the Tenth Avenue Marine Terminal and other Port-related industries. Within the community, truck trips to industrial uses and deliveries to retail uses are legitimate reasons why community streets are being used by trucks. Along the recommended truck routes shown on Figure 3-7, the needs of industry should be prioritized while still accommodating pedestrians, bicyclists and cars. General Plan policies ME-J.1 through ME-J.8 should be consulted for additional policies.

GOODS MOVEMENT AND FREIGHT CIRCULATION POLICIES

Policy 3.7.1 Require adequate loading spaces internal to the development to minimize conflicts with users in new non-residential projects.

Policy 3.7.2 Provide an adequate amount of short-term, on-street curbside freight loading spaces.

Policy 3.7.3 Ensure that adopted goods movement routes including 28th Street and 32nd Street meet the future demands of the Maritime industries as shown on the Future Street Classification Map (Figure 3-4a and 3-4b).

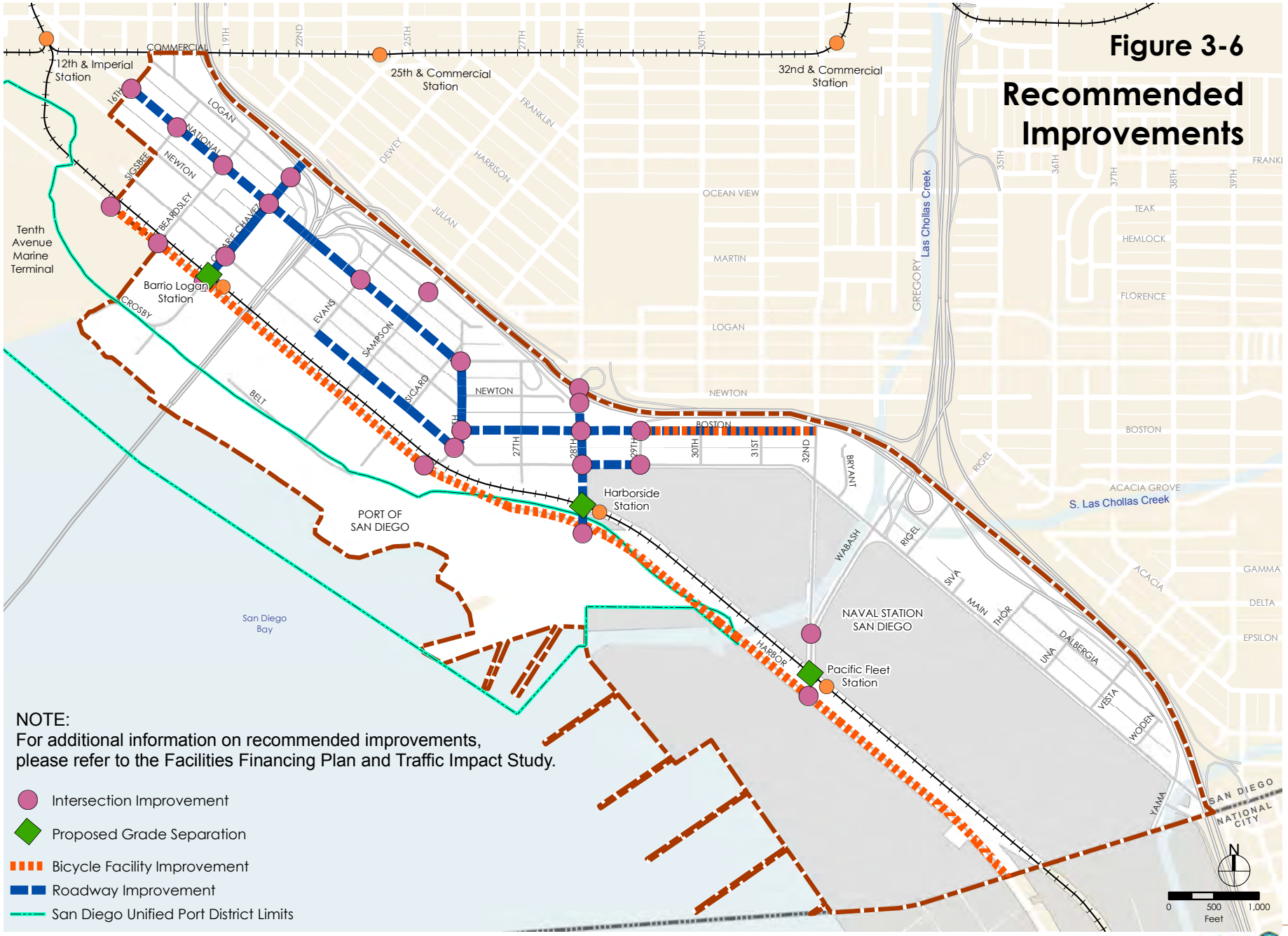
Policy 3.7.4 Support the Port and Caltrans efforts to development improvements to facilitate truck access to and from Harbor Drive and SR-15.

Policy 3.7.5 Support efforts to provide street improvements along Cesar E. Chavez Parkway to dissuade trucks accessing the Tenth Avenue Marine Terminal from using the street.

Policy 3.7.6 Provide improvements at the intersections of Schley Street & 26th Street & Main Street, 29th Street & Main Street, and 29th Street & Boston Avenue to accommodate truck access to I-5 South.

Well managed and business friendly on-street parking

A typical parking garage



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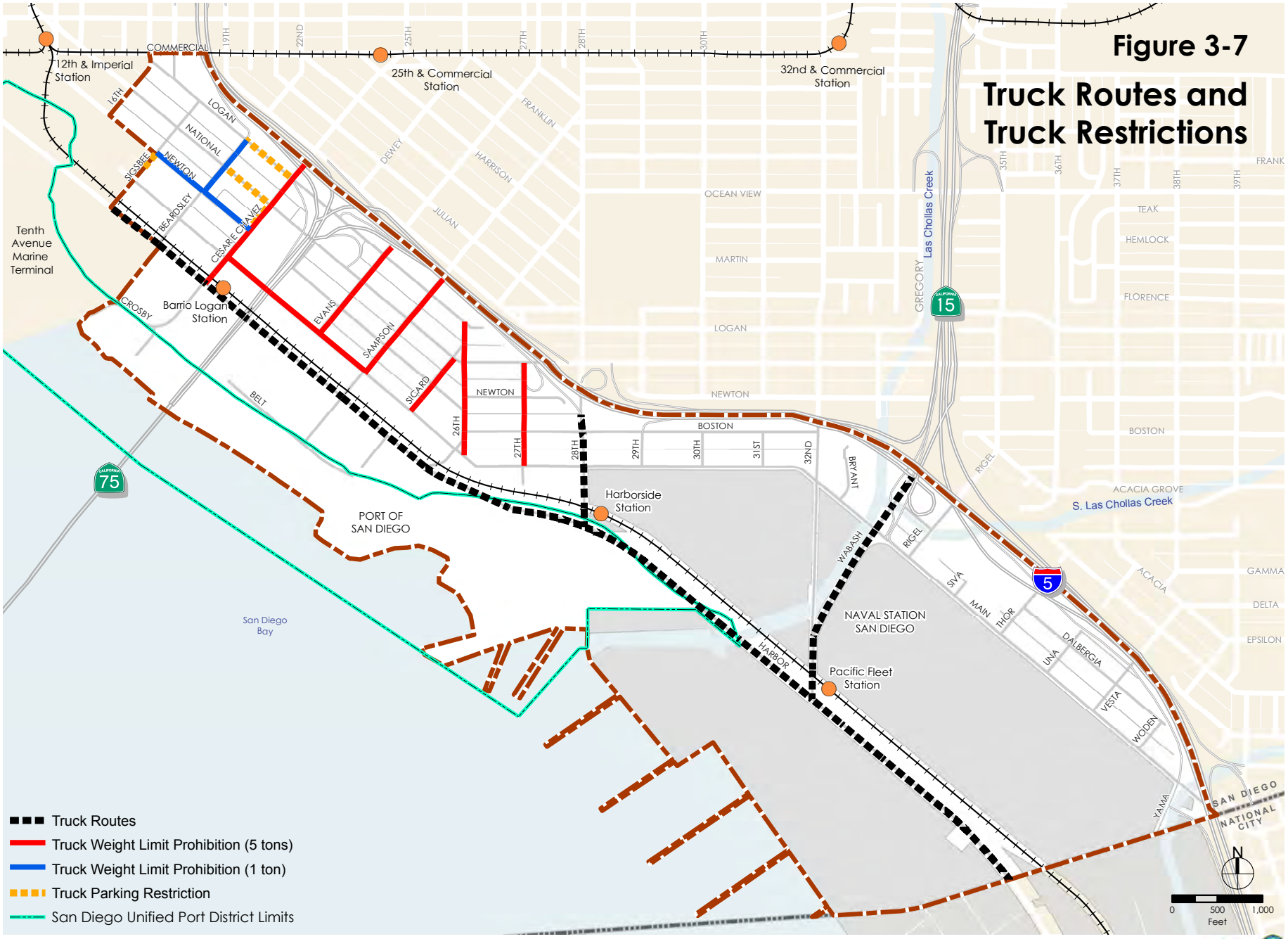

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CHAPTER FOUR

urban design element

IN THIS CHAPTER

Goals

Urban Form and Public Realm

Climate Sensitive Buildings

Public Views

Urban Forest/Street Trees

The Barrio Logan Urban Design Element works in conjunction with the other elements of the Community Plan. The intent is to create a pattern, scale, and character for the built environment that complements the existing community while fulfilling the land use and mobility goals. The Urban Design Element supports and implements the General Plan at the community plan level by including specific design guidelines for Barrio Logan.

GOALS

- A built environment that respects the physical, historic, and cultural character of Barrio Logan.
- Development that promotes a healthy, safe, secure, and attractive urban environment.
- An enhanced, expanded and connected public realm throughout the community.
- A pattern and scale of development that meets the diverse needs of the community.
- Reconnect the community of Barrio Logan with the San Diego Bay waterfront and surrounding communities of Logan Heights, National City, and Downtown San Diego.
- Improved visual aesthetics of areas as seen and experienced throughout the community.
- A comprehensive urban forestry program throughout the community that significantly increases the canopy cover throughout the community.

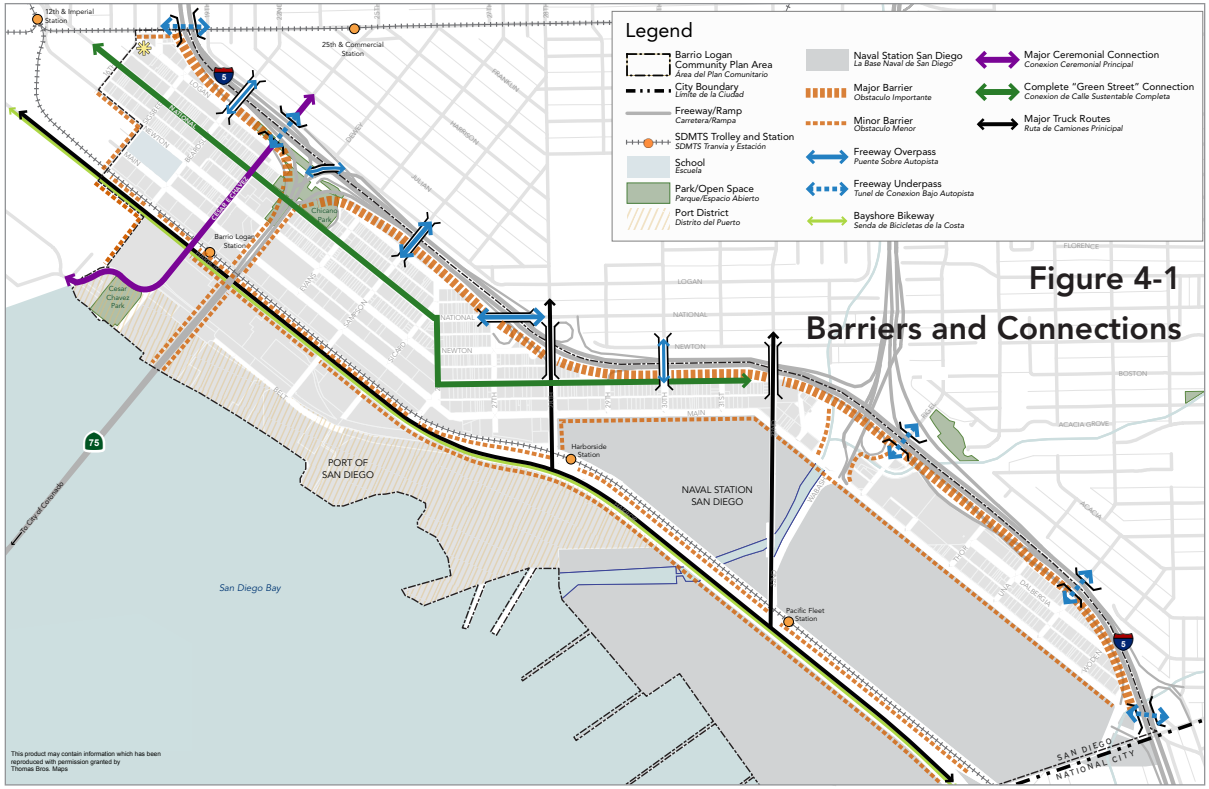


Figure 4-1
Barriers and Connections

As one of San Diego's oldest communities, Barrio Logan has a long history that is evidenced in the built form, community character, and street patterns that help to define this distinctive community.

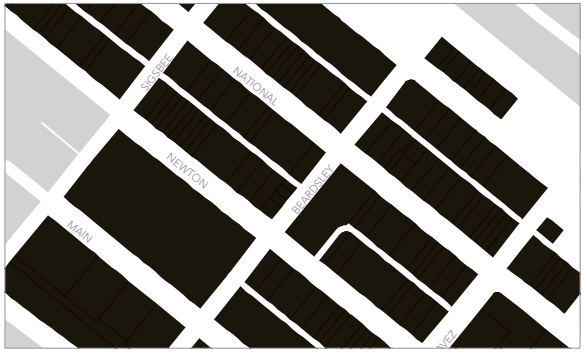
Barrio Logan's historical development along the bayfront and its varied parcel sizes - from large industrial facilities to small scale commercial, industrial and residential lots creates unique urban design opportunities and challenges. Of importance is reestablishing the historical linkages that were broken with the construction of the freeways and railway infrastructure throughout the community as shown in Figure 4-1.

Freeways and railways are a permanent part of the urban fabric of Barrio Logan. However, urban design techniques can be used to enhance the urban environment and reconnect the important places within and outside of Barrio Logan through the design of the built environment.

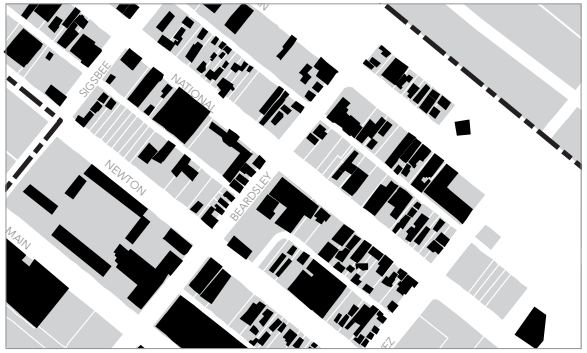
A variety of new construction at different scales is likely to occur given the demand for housing and services in Barrio Logan. Potential development ranges from façade renovations, to modest structures that will fill in gaps on small parcels within the Historic Core and in the Community Village area, to more dramatic redevelopment of large underutilized residential and industrial parcels depending on the location within the community. Development should add to Barrio Logan's character, create a human-scaled public realm, and fit within the surrounding fabric. Large developments should not overwhelm the character of the area and should help establish a pedestrian-scale pattern along the street grid system.

Barrio Logan's urban form is comprised of a distinctive street grid pattern that helps residents and visitors alike navigate through its streets, understand relationships between different neighborhoods, and feel the uniqueness of place.

The northwest to southwest traditional street grid pattern, creating unique view corridors reinforced by tightly-knit street front buildings, is the strongest existing organizing pattern in Barrio Logan. This traditional grid pattern should be reinforced and used to connect the activity centers in the plan area, as well as to link Barrio Logan to its neighboring communities and the San Diego Bay.



Typical Barrio Logan Block Configuration



Typical Barrio Logan Building Footprint Configuration

Artist's rendering of National Avenue

4.1 URBAN FORM AND PUBLIC REALM

The urban design policies and guidelines are intended to respect and reflect the historic development patterns while allowing for new growth and development to occur that is consistent with the urbanized nature of Barrio Logan. The policies ensure that the principles of good neighborhood design are followed while allowing for freedom of architectural expression. As such, architectural style is not addressed in these guidelines.

Instead, the guidelines pertain to the elements of high quality building and site design that affect the scale, character, pedestrian friendliness, and other characteristics that affect the public realm. The intent is to encourage high quality design of buildings and public spaces that will create an inviting and visually interesting neighborhood.

URBAN FORM AND PUBLIC REALM POLICIES

Policy 4.1.1 Require new development to design street frontages with architectural and landscape interest, and provide high quality street-facing building exteriors, to create a visually appealing streetscape.

Policy 4.1.2 Design buildings so that they contribute to a positive neighborhood character and relate to the community. Designs should be sensitive to scale, form and quality while respecting the context of well established streets, landmarks.

Policy 4.1.3 Articulate new buildings, especially with large street frontages, with strong, well defined and rhythmic vertical elements, to achieve the visual interest necessary to sustain pedestrian interest and activity.

Policy 4.1.4 Differentiate changes in use of vertically mixed-use buildings visually through changes in material, upper floor stepbacks or other means, and not solely by color alone.

Create a visually appealing streetscape (view is of Cesar Chavez and Main Street looking north)

Policy 4.1.5 Differentiate the mass of buildings with street frontages longer than 25 feet on residential streets or alleys, and 40 feet on all other streets, with well designed vertical and horizontal modulations such as ground floor entryway setbacks, upper floor stepbacks for balconies or other means, and not solely by color alone.

Policy 4.1.6 Use contemporary and high quality materials for development that is industrial in nature.

Policy 4.1.7 Use authentic materials with a substantial appearance, including wood, masonry, ceramic tile, concrete or smooth stucco. Avoid using materials such as foam molding or faux stone in particular those that have the appearance of thin veneer or attachment. If used, aforementioned materials should not be the dominant façade material and should not be used for detailing or ornamentation.

Policy 4.1.8 Terminate brick, stone, tile, veneers, or other applied materials logically and strongly, such as by wrapping corners and terminating at architectural modulations, articulations, frames or other features, so not to appear superficially affixed to the façade.

Policy 4.1.9 Use non-reflective glass windows on all ground floor retail and first floor office uses that front onto pedestrian streets and alleys. Frame windows with protruding vertical and horizontal shading elements to provide required protection from overheating when windows face southwest and west.

Policy 4.1.10 Locate all mechanical equipment, including ground, building and roof-mounted equipment away from public view where possible.

a) Screen views of ground, building and roof-mounted mechanical equipment from adjoining properties and public rights of way with building elements that are consistent with the overall character and design of the building facades. Building frontage should not be used for utilities, storage and refuse collection wherever possible.
b) Place utility boxes and access panels underground, or out of the public right-of-way so as to prevent pedestrian impediments and blank building frontages, and to ensure that sidewalk planting opportunities for street trees and landscape are not limited.

Policy 4.1.11 Ensure that development includes appropriate setbacks.

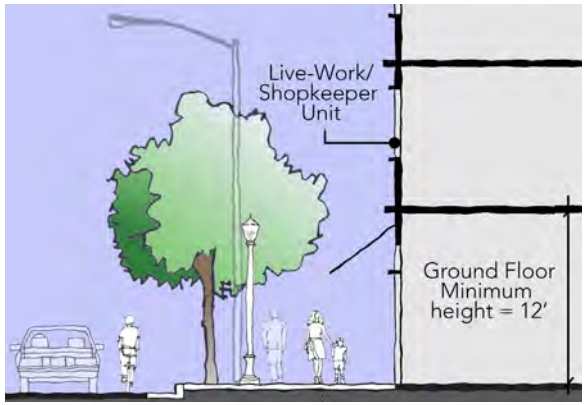
a) Provide space for an entry and front landing between the public sidewalk and the private entryway for commercial and residential streets.
b) Use setbacks or projections on the upper floors, balconies, bay windows, innovative roof lines, or roof decks to make the façade of the building attractive and more compatible to the surrounding context.

Visually differentiate changes in use of vertically mixed-use buildings

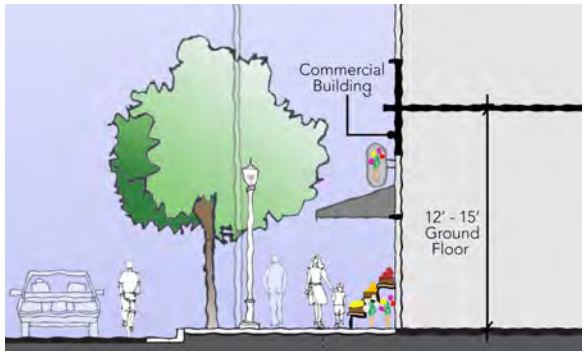
Use non-reflective glass windows on ground floor retail and first floor office

Provide space for an entry and front landing between the public sidewalk and the private entryway

Policy 4.1.12 Incorporate Crime Prevention Through Environmental Design (CPTED) measures to design safer environments in all new development. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well used streets and active residential frontages. (Refer to General Plan Policy UD-A.17).



Design live/work units on the ground floor to appear like storefront space with minimum 12-feet-high ceilings



Design all ground floor commercial development to have 15-foot high ceilings

GROUND FLOOR RETAIL POLICIES

Policy 4.1.13 Design storefront space with minimum 12 to 15-foot-high ceilings to encourage high quality design and accommodate diverse commercial uses.

Policy 4.1.14 Ensure that ground floor retail space has sufficient building depth to meet the needs of retailers.

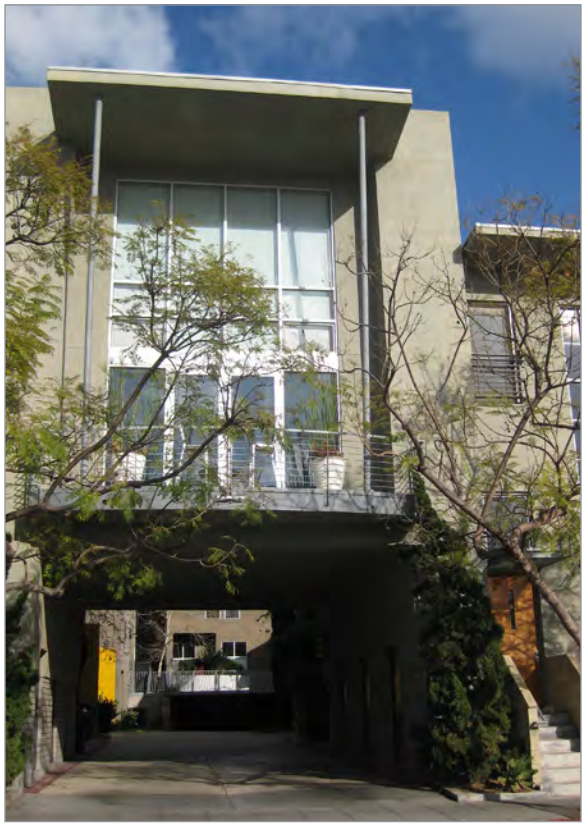
PARKING POLICIES

Policy 4.1.15 Minimize the land area dedicated to parking, on-site space dedicated to automobile circulation, and the associated visual impact of parking by creating access to parking from the alleyway and by other means (Refer to General Plan Policies UD-A.11-12).

Policy 4.1.16 Place parking underground wherever site conditions allow.

Create access to parking from the alleyway

Policy 4.1.17 Consolidate parking for multiple properties, where opportunities arise, to reduce the average cost of construction and minimize the number of curb cuts and garage entrances.



Screen curb cuts and automotive entryways with low building elements

Policy 4.1.18 Strongly discourage at grade parking. Wrap at-grade parking with a minimum of 15 feet of active use, such as residential and/or retail, on both the primary and secondary street frontages, except for the minimum frontage required for fire doors and parking access.

Policy 4.1.19 Eliminate curb cuts concurrent with development, and locate parking, service, and loading access at the rear of buildings. If this is not possible, screen these elements with low building elements that integrate living walls, public art, and lighting design.

Policy 4.1.20 Prohibit drive-throughs in all new commercial and retail development.

BUILDINGS AND FRONTING SIDEWALK POLICIES

Policy 4.1.21 Ensure that building openings and fenestration represent the uses behind them, minimize visual clutter, harmonize with prevailing conditions, and provide architectural interest. Recess windows a minimum of 3 inches.

Policy 4.1.22 Locate active uses on the ground floor of the buildings in order to enliven and engage the street.

Policy 4.1.23 Access ground-floor units directly from the public right-of-way. If this is not feasible, provide access through a transparent lobby.

Policy 4.1.24 Clearly identify entryways by adding awnings, creating a landing area or front porch, or adding design details.

a) Residential units fronting a street or alley should have their primary entryway accessible from the street or alley.
b) Garages should not take the place of the main entryway.

Locate active uses on the ground floor

Buildings should be set back to accommodate front steps and stoops to help embrace the sidewalk

Building form should celebrate corner locations

Policy 4.1.25 Require that buildings embrace the public realm, and be set back only to accommodate elements that enhance this effect. This includes wider sidewalks, front steps and stoops to create lively storefronts or to mark entrances.

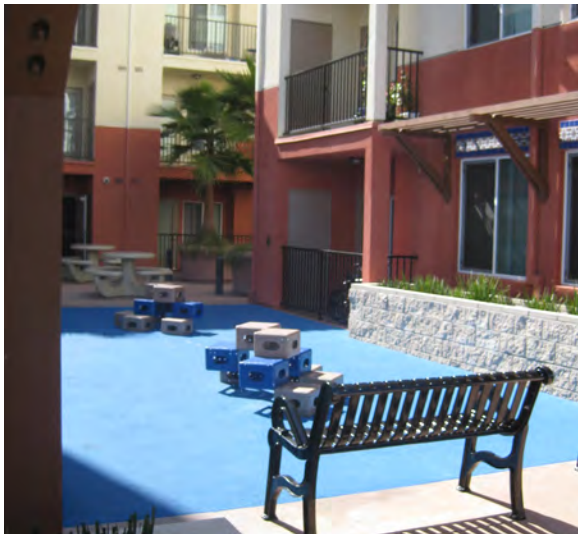
Policy 4.1.26 Enhance setback areas with high quality streetscape elements and landscape.

Policy 4.1.27 Prohibit chain-link fencing on parcels adjacent to the street or public right of way.

Policy 4.1.28 Ensure that building form celebrates corner locations where topography permits. Retail entrances should be located at corners for neighborhood-serving commercial and mixed use projects.

a) Primary residential entrances may be located away from the corner to prevent congestion.
b) For all types of development, special building elements and architectural expressions, such as towers, special entries should be used strategically at key locations to address key street intersections and celebrate nearby important public spaces. These elements should be integrated into the overall design of the building.
c) Encourage the use of special corner treatments for buildings that front onto the intersections of Cesar E. Chavez Parkway, Sigsbee Street, Beardsley Street, 16th Street, Dewey Street, Evans Street, Sampson Street, and Sicard Street, as well as 27th and 28th Streets.

Orientation and configuration of development should allow for adequate access to light and air



Residential and mixed-use development shall maximize access to private outdoor space

ACCESS TO LIGHT AND AIR POLICIES

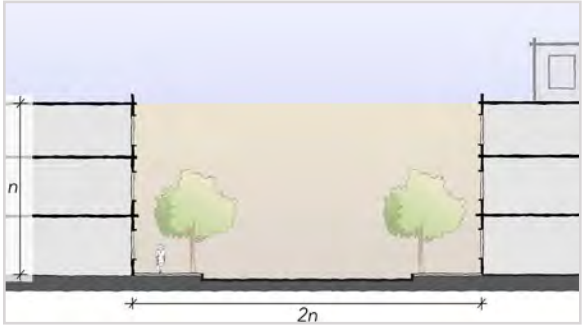
Policy 4.1.29 Orient and configure development to allow for adequate access to light and air so that daylight is able to reach all living spaces for part of the day; and adequate ventilation is provided when windows are open.

a) Avoid building configurations that rely on narrow side yards for access to air and light.
b) Provide courts, niches, alcoves, and other spaces in new residential and mixed-use development to allow for access to air, light, and ventilation from two or more sides if possible.

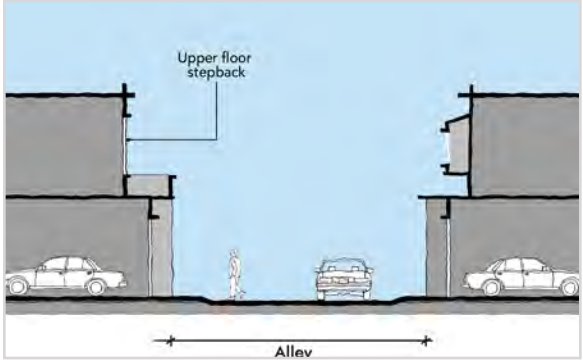
Policy 4.1.30 Require that residential and mixed-use development maximize access to private outdoor space and light while ensuring an adequate level of privacy of all residents.

a) Windows and balconies should not face or overlook each other.
b) Minimize the number of windows looking into neighboring interior private yards when possible. Otherwise, provide landscape or architectural features that afford privacy.
c) Encourage residential balconies designed to work within the building's façade and used to help express different modulations of the building. Balconies can be inset, projecting, or a part of an upper terrace. Plantings on balconies are strongly encouraged.

Step development down as it approaches the San Diego Bay



Establish building heights to be proportional to street' widths



Provide upper story setbacks along alley frontages

BUILDING HEIGHT POLICIES

Policy 4.1.31 Use the surrounding buildings to inform variations in height and massing of development.

Policy 4.1.32 Step down development in height as it approaches the Bay to reinforce the city's natural topography and to enhance views to the San Diego Bay (Figure 8-1).

Policy 4.1.33 Ensure that development height be roughly proportional to street width, except where different heights are desired to reflect the importance of key streets within the Community Village area or to preserve desired lower-scale character within the Historic Core.

Policy 4.1.34 Incorporate upper story setbacks in development to maintain adequate light and air to sidewalks and frontages along alleys.

PUBLIC VIEW POLICIES

Policy 4.1.35 Require buildings along National Avenue, Main Street, Newton Avenue, and Logan Avenue northwest of the San Diego-Coronado Bridge to accommodate a minimum sidewalk width of 12 to 14 feet to preserve views toward downtown and allow for enhanced pedestrian amenities.

Policy 4.1.36 Require buildings along Sampson Street to be set back 5 feet from the back edge of the sidewalk to frame views toward San Diego Bay.

Policy 4.1.37 Require buildings along Cesar E. Chavez Parkway to be set back to accommodate a minimum sidewalk width of 13 to 15 feet to preserve views toward San Diego Bay and allow for enhanced pedestrian amenities.

Policy 4.1.38 Require buildings constructed in the westernmost portions of the community near Harbor Drive to be designed to maintain existing views, and where possible enhance the bayview corridors to San Diego Bay along Beardsley, Cesar E. Chavez, Evans, Sampson, and Sicard.

National Avenue view corridor

HISTORICALLY AND CULTURALLY SIGNIFICANT BUILDING POLICIES

Policy 4.1.39 Design infill development to positively reflect the qualities of historically and culturally significant buildings and not merely replicate the architectural style.

Policy 4.1.40 Maintain the fine-grained scale of much of Barrio Logan by developing projects to match existing parcel footprints.

Policy 4.1.41 Preserve notable landmarks and areas of historic, architectural and aesthetic value, and promote the preservation of other buildings and features that provide continuity with the past.

Policy 4.1.42 Site buildings so that they reinforce street frontages and alleyways and relate to the context of existing and planned buildings.

Policy 4.1.43 Encourage buildings to express a variety of architectural styles, but should do so with full awareness of, and respect for, the height, mass, articulation and materials of the high quality (desirable) older buildings that surround them.

Infill development should provide positive additions to the best of the old

4.2 CLIMATE SENSITIVE BUILDING POLICIES

Development of infill buildings and retrofitting of existing buildings should take into account energy efficient design. When energy efficient design is incorporated into the overall site planning and individual building design, it can create a distinctive context sensitive architecture that will be unique to the Barrio Logan neighborhood. Macro and micro level design solutions may include the following:

Policy 4.2.1 Minimize building heat gain and appropriately shade windows for all new development

a) Orient buildings to minimize east and west facing facades.
b) Configure buildings in such way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.
c) Provide awnings, canopies and deep-set windows on south facing windows and entries.
d) Provide exterior shades and shade screens on east, west and south-facing windows.
e) Use horizontal overhangs, awnings or shade structures above south facing windows to mitigate summer sun but allow winter sun. Encourage overhang depth to equal half the vertical window height to shade the window from early May to mid-August but still allowing the winter sun.
f) Provide vertical shading and fins on east and west facing building facades.

Policy 4.2.2 Maximize natural and passive cooling that builds on the proximity of the nearby San Diego Bay.

a) Install high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape.
b) Create low open vents or windows on the windward side that accepts cooler air to replace the hotter air.
c) Ensure that leeward openings have substantially larger total area (50% to 100%) larger than those on the windward side to ensure adequate pressure to facilitate air movement.
d) Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.
e) Use wing walls (vertical solid panels placed alongside of windows perpendicular to the wall on the windward side of the building) to accelerate the natural wind speed due to pressure differences.

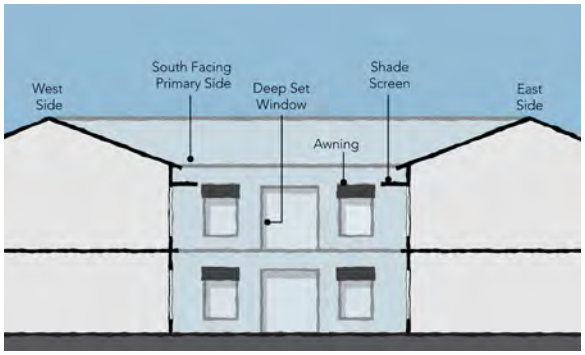
GREEN BUILDING POLICIES

Policy 4.2.3 Incorporate environmentally conscious building practices and materials.

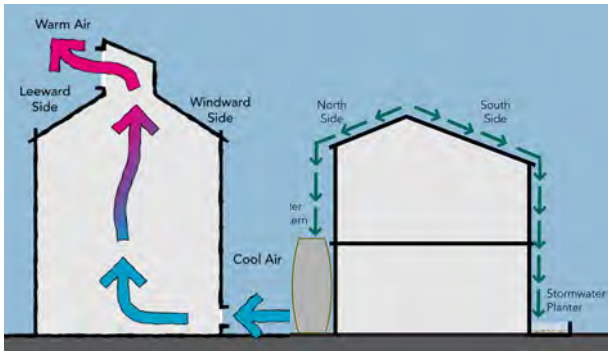
a) Use durable construction materials, as well as re-used and recycled materials.
b) Encourage the use of permeable paving elements in auto and non-auto-oriented areas.
c) Minimize impervious surfaces that have large thermal gain.

Policy 4.2.4 Provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments.

a) Plant deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.
b) Plant vegetation adjacent to exposed east and west facing walls.
c) Plant groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.



Minimize building heat gain with appropriate courtyard configurations and shading fenestration techniques



Maximize natural and passive cooling

Policy 4.2.5 Integrate storm water BMPs on-site to maximize their effectiveness.

a) Encourage the use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use.
b) Utilize downspouts to discharge into disconnected impervious areas to interrupt the direct flow of rainwater from the buildings to the storm water system.
c) Minimize on-site impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), or cobble-stone block pavement to detain and infiltrate run-off on-site.

4.3 URBAN FOREST/STREET TREES

Tree-lined streets enhance a community and leave lasting impressions for anyone who lives, works, or visits the community. Street trees are a significant and highly visual portion of the urban fabric, and are a vital part of the infrastructure system essential to the quality of life in an urban environment. Street trees provide economic, environmental, social and aesthetic benefits. Street trees can give a distinctive character to the community, establish visual harmony and continuity along the street, help to increase property values, enhance civic pride, absorb carbon dioxide, improve health, promote overall well being, reduce storm water runoff and produce oxygen and filter airborne particulates to help reduce air pollution.

Policy 4.3.1 Shade-producing street trees should be the primary organizing element of the streetscape; restrictions and conflicts with other elements should be minimized to ensure consistent plantings. See Appendix A for a list of Street Trees.

COMMUNITY CORRIDORS

Principal thoroughfares will be consistently planted with selected theme trees, establishing strong, recognizable community-wide design elements. The community corridor street tree plan establishes individualized streetscape concepts for major thoroughfares in the community. These streetscapes act as linear gateways to the community and contain some significant commercial areas. These streets include Logan Avenue, National Avenue, Newton Avenue, Main Street and Cesar E. Chavez Parkway. In addition to giving the streetscape a unified character, the following should be considered:

a) Theme trees are the dominant species and will establish the character of the street.
b) Alternate trees are also appropriate and should be used when conditions for the Theme Tree are inappropriate, or when there is a need to separate the dominant species for disease prevention or visual accent purposes.

LANDSCAPE DISTRICTS

For purposes of neighborhood street tree selection, the community has been divided into the following six districts based on their built environments: Community Village, Historic Core, Transition Area, Main and Boston Corridor, Harbor Drive, and Prime Industrial (See Figure 2-3 for Neighborhood Areas map). Each district will be distinguished by a unique selection of trees. Within each selection, any of the listed trees can be established as the theme tree for a particular block, street or area. Consistent tree planting within neighborhoods will help to foster a cohesive sense of place.

Shade producing street trees along Dalbergia Street

THEME TREE

These are trees that form the dominant character of the street. Theme trees should be used to unify the street unless site conditions require that an alternate or an accent tree be used.

ALTERNATE TREE

These are trees that are considered appropriate for the site, due to view corridors, orientation of the street to views, or micro-climate conditions. New planting should use the theme trees, however when conditions for the tree cannot be achieved, or when there is a need to separate the theme tree for disease prevention purposes an alternate tree should be used.

ACCENT TREE

Accent trees should be selected based on flowering habit, foliage color, foliage texture, and/or tree form. Accent trees should compliment the theme tree.

URBAN FOREST/STREET TREES POLICIES

Policy 4.3.2 Incorporate shade-producing street trees along all streets and roadways.

a) Maximize tree canopy – the optimum canopy will vary in accordance with street size, existing infrastructure, community needs, environmental limitations, and aesthetic considerations.
b) Plant two different species of tree per block to mitigate the loss of an entire planting of trees due to disease. Placement of different species should be organic in nature rather than simply alternating one species with another.
c) Provide an appropriate mix of drought-tolerant tree types in order to provide a diverse ecosystem more able to adapt to changing environmental pressures.
d) Provide a mixed age tree population. Including a mix of juvenile, young, and mature trees is essential to ensure a constant level of benefits from street trees.
e) Provide varied forms, textures, structure, flowering characteristics and other aesthetic benefits to enhance the types of street environments found in Barrio Logan.

Policy 4.3.3 Encourage and support community design and plantings of additional street trees that are consistent in theme and character.

Policy 4.3.4 Require a double row of street trees where sidewalks/setbacks exceed a total of 15 feet.

Policy 4.3.5 Provide for the necessary care of existing street trees and replace trees which are damaged with in-kind in a timely manner.

Policy 4.3.6 Use accent trees that are a different species than the adjacent street trees at important street intersections or corners.

Policy 4.3.7 Ensure that public agencies and private enterprises responsible for maintenance of street trees operate with common goals and objectives.

a) Coordinate with public agencies and private enterprises when impacting street trees.
b) Reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital and equal component of the City's infrastructure.

Policy 4.3.8 Space ***s***treet trees no further than 30' on center to achieve a continuous canopy.

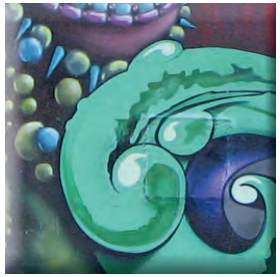
Policy 4.3.9 Encourage contiguous tree-lined parkways ***a***long residential streets, such as Boston Avenue.

Policy 4.3.10 Provide large trees in tree grates along commercial streets, when contiguous parkways cannot provide adequate room for both circulation and the landscape planted area.

Policy 4.3.11 Encourage residents and businesses to organize and implement tree planting programs consistent with the Landscape Districts recommendations. Selection of one theme tree, from the Landscape District list (Appendix A), for each neighborhood street, or block is recommended to create local continuity and identity.

Policy 4.3.12 Maintain existing parkways and provide landscape parkways between the curb and sidewalk in new developments and redeveloped areas.

Encourage tree-lined streets



CHAPTER FIVE

economic prosperity element

IN THIS CHAPTER

Goals

Industrial

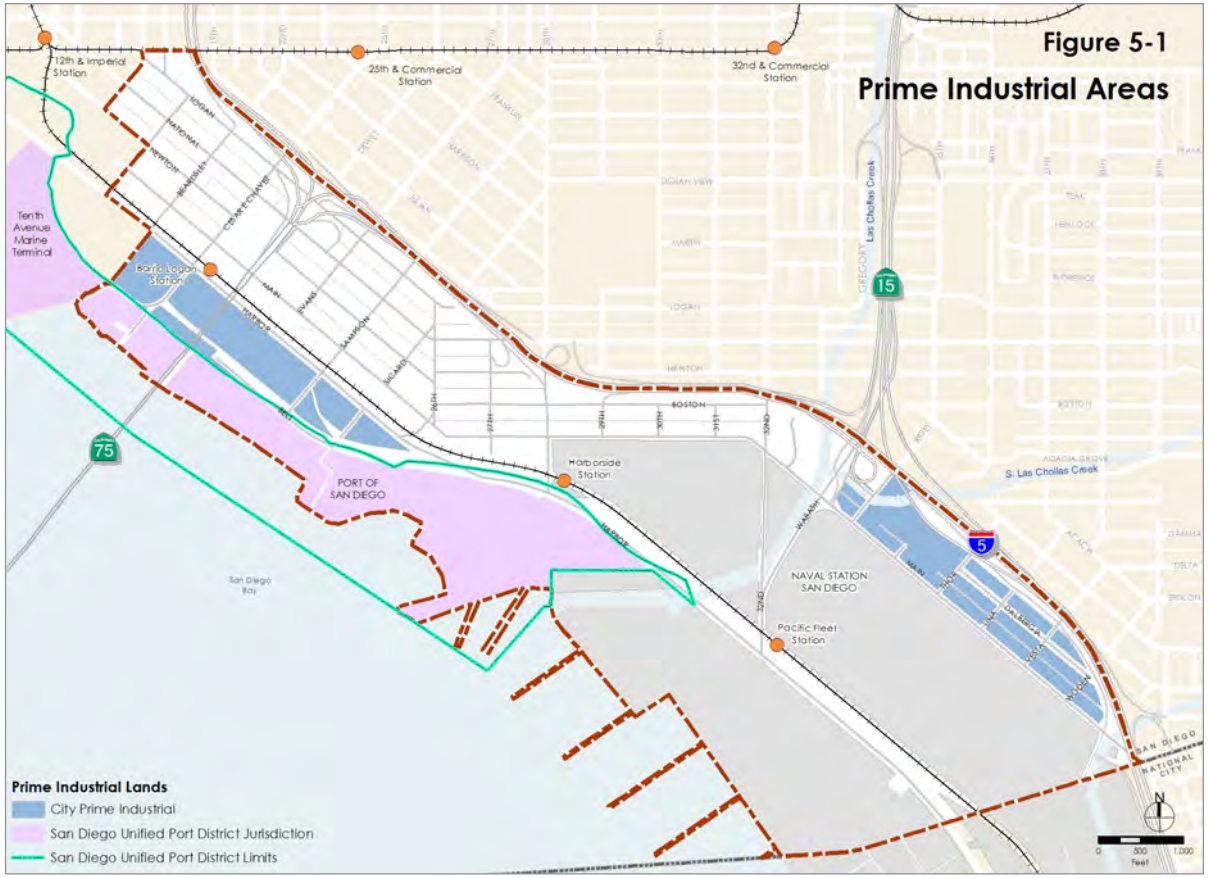
Commercial and Office

Economic development efforts create job opportunities for the residents of Barrio Logan as well as other San Diego neighborhoods. To ensure that industrial uses and locally-serving commercial uses remain viable in Barrio Logan, the plan proposes to protect and preserve Prime Industrial lands, provide a Transition Zone between predominantly industrial and residential areas, promote infill commercial and office development, and encourages the use of local and state programs to incentivize business retention and expansion.

Barrio Logan is an important employment center for the region. In 2010, the Barrio Logan Community Plan area had approximately 10,105 employees. The plan is expected to increase employment to approximately 14,893 employees. The maritime base sector industries are important for the stability and growth of Barrio Logan commercial businesses and entire regional economy and is also an important part of the economic base. The Port of San Diego's 10th Avenue Marine Terminal, 32nd Street Naval Base, and the maritime-oriented industries are all inter-dependent on each other.

GOALS

- Sufficient long-term capacity for base sector industrial industries.
- Economic growth of major maritime industries and local businesses that cater to the maritime industries while promoting environmentally sustainable business operations.
- A strong and stable socio-economic makeup comprised of a residential community and an industrial center for water-oriented industry.
- Economic wellbeing of locally-owned and operated businesses by utilizing economic development approaches and programs that benefit the local business environment.
- Ample middle income job opportunities for residents of Barrio Logan and other nearby communities.



Barrio Logan lacks basic commercial and retail-serving uses such as banks, pharmacies, convenience stores, and other neighborhood serving uses typically found in urbanized communities.

Logan Avenue from Chicano Park to 27th Street is envisioned as a commercial arts and cultural district which could provide new job and entrepreneurial opportunities for Barrio Logan residents.

The maritime industries located west of Harbor Drive are active use, providing the Port and city with modern shipbuilding as well as container- and non-container-cargo handling facilities. The businesses at and related to the bay front are well integrated with the city's economy; they employ a substantial number of people, generate income for the Port, and taxes for the city.

It is important for the health and diversity of the city's economy and population that land West of Harbor Drive and within the Transition Zone be preserved for Maritime-Oriented Production and Repair (MPR) activities. Jobs in these areas tend to pay above average wages, provide jobs for residents of all education levels and offer good opportunities for advancement.

5.1 INDUSTRIAL

The majority of industrial businesses in Barrio Logan manufacture goods and provide a wide variety of repair, processing, and logistic services to other businesses and to the Navy.

PRIME INDUSTRIAL LANDS

Lands identified as Prime Industrial are shown in Figure 5-1 and support export-oriented activities such as manufacturing, research and development, and supporting business service uses.

The identification of Prime Industrial lands is intended to protect valuable industrial land for industrial uses and prevent future encroachment of incompatible uses. Prime Industrial lands are characterized by predominantly industrial structures and uses generally free from residential or sensitive receptor land uses.

HEAVY INDUSTRIAL

The Heavy land use designation allows heavy industry manufacturing, but also allows a wide variety of light manufacturing, distribution, and some service sector uses.

INDUSTRIAL POLICIES

Policy 5.1.1 Prohibit the establishment of sensitive receptor and public assembly land uses within industrially designated areas.

Policy 5.1.2 Require analysis and justification per General Plan Policies EP-A.11 and EP-A.12.c for any proposed changes that would remove properties from the Prime Industrial lands map.

Pacific Ship Repair building

NASSCO Heavy Industrial

PCE Maritime Industries

5.2 COMMERCIAL AND OFFICE

There are a variety of commercial uses within Barrio Logan that not only serve residential customers but also provide other important goods and services to other business and industries such as those on the waterfront and the Navy.

Commercial uses within the Community Village area should be provided in a mixed-use setting that complements adjacent or adjoining residential uses.

COMMUNITY AND NEIGHBORHOOD COMMERCIAL

Retail uses that provide groceries, consumer wares and services are encouraged to locate in land designated for Community and Neighborhood Commercial.

HEAVY COMMERCIAL

The Heavy Commercial designation provides for retail sales, commercial services, office uses, wholesale, distribution, storage, and vehicular sales and service uses. Residential is not allowed within the designation of Heavy Commercial.

OFFICE COMMERCIAL

Office Commercial uses shall provide for office employment with limited, accessory retail uses. It is the intent of this designation to provide major employers such as the Navy and Port tenants to locate larger scale offices in Barrio Logan along major thoroughfares and to buffer the predominantly residential areas from the predominantly industrial areas.

COMMERCIAL POLICIES

Policy 5.2.1 Locate smaller-scale convenience shopping opportunities throughout Barrio Logan to promote greater pedestrian activity.

Policy 5.2.2 Future development projects that provide neighborhood serving commercial uses in Barrio Logan should be encouraged.

Policy 5.2.3 Encourage the development of neighborhood serving commercial uses; including food markets, restaurants, and other small retail shops to serve both residents and the Port tidelands employees.

Policy 5.2.4 Enhance the business corridor along Logan Avenue from Chicano Park to 27th Street as an Arts and Cultural Mixed-Use District.

Policy 5.2.5 Encourage the development of new office space that supports and complements the major Port industries and United States Navy.

Heavy Commercial

Retail uses such as restaurants and small stores are encouraged

Birds eye view of Mercado commercial area at Main Street and Cesar E. Chavez Parkway

CHAPTER SIX

public facilities, services and safety

IN THIS CHAPTER

Goals

Public Facilities and Services

Health and Safety

The purpose of the Public Facilities, Services and Safety Element is to identify and propose public facilities and services needed to serve the existing and future population of Barrio Logan. This element includes specific policies regarding public facilities financing, public facilities and services prioritization, fire-rescue, police, stormwater, water and sewer infrastructure, waste management, libraries, schools, parks, trails and habitat restoration, public utilities, healthcare and social service facilities as well as health and safety. Figure 6-1 illustrates where current facilities exist (as of 2012).

GOALS

- Public facilities and services that are available and accessible to the community.
- Development that fully addresses their impacts to public facilities and services.
- Police and fire safety services that meet the current and future needs of the Barrio Logan community.
- Park and recreation and school facilities that are safe and convenient.
- A reliable system of water, wastewater, stormwater, and sewer facilities that serve the existing and future needs of the community.
- High levels of emergency preparedness.
- Minimal exposure to hazardous materials.
- An adequate plan to prepare and respond to issues resulting from seismic conditions.

6.1 PUBLIC FACILITIES AND SERVICES

POLICE AND FIRE

Barrio Logan is located within the **Police Department**'s Central Division jurisdiction. Central Division is comprised of the following facilities:

- Central Division, 2501 Imperial Avenue
- Logan Heights Storefront located at 446 26th Street

Fire protection services are provided by:

- Fire Station #7, 944 Cesar E. Chavez Parkway
- Fire Station #19, 3434 Ocean View Blvd.

Fire Station #7 is a 3,645 square foot station constructed in 1957. A larger fire station is needed in order to respond to incidents in Barrio Logan, Downtown San Diego and Port of San Diego. San Diego Fire Station #19 was completed in 1986 and covers a portion of the Barrio Logan community between 28th Street and the border of National City.

POLICE AND FIRE POLICIES

Policy 6.1.1 Provide additional police oversight of Chicano Park to assist with issues of prostitution and vagrancy.

Policy 6.1.2 Construct a new state-of-the-art fire station to replace the existing Fire Station #7.

Policy 6.1.3 Ensure that there is sufficient fire protection coverage and that established response times are met throughout Barrio Logan.

WATER, SEWER AND STORMWATER INFRASTRUCTURE

Extensive replacement and maintenance of the water and sewer lines has been occurring from year to year. Upgrading the existing infrastructure is an ongoing process. Barrio Logan is under capacity in terms of storm drainage and the community has traditionally seen flooding during storms. Water from rainstorms can cause flooding throughout the alleys and many of the streets of Barrio Logan. Upgrading existing infrastructure as well as the storm drain system is critical to the future of Barrio Logan.

Ensure that there is sufficient fire protection coverage and response times throughout Barrio Logan.

Perkins Elementary School

Chicano Park

WATER, SEWER AND STORMWATER INFRASTRUCTURE POLICIES

Policy 6.1.4 Upgrade infrastructure for water and sewer facilities and institute a program to clean the storm drain system prior to the rainy season.

Policy 6.1.5 Install infrastructure that includes components to capture, minimize, and add/or prevent pollutants in urban runoff from reaching San Diego Bay and Las Chollas Creek.

PARKS, SCHOOLS, AND LIBRARY

Barrio Logan has two parks to serve the community: the City's Chicano Neighborhood Park and the Port District's Cesar Chavez Park. There are also private and not-for-profit community organizations that offer recreational facilities and programs within the community. Refer to the Recreation Element for details.

The San Diego Unified School District's Perkins Elementary is a kindergarten to 8th grade public elementary school. It is the only public elementary school located in Barrio Logan. To meet the needs of the community, the school added grades 6 through 8 by placing portable classrooms in the school's the recreational area.

Perkins Elementary School will need to identify additional recreational area to accommodate the increase in the student population. The children attending junior and senior high school must travel outside the community's boundaries, typically to San Diego High School located on Park Boulevard in downtown San Diego. When the planned joint Downtown San Diego Public Library and High School facility located on L Street is completed, this High School should be available to Barrio Logan residents. Since the population of Barrio Logan is not expected to exceed 13,613, junior or high school facilities are not planned within the Barrio Logan planning area boundaries.

As of 2013, the San Diego Community College District has a continuing educational facility in Barrio Logan that provides vocational training opportunities.

The library at Logan Elementary School in Southeastern San Diego provides library services for Barrio Logan. The new Central Library located in downtown will provide library services as well.

Community College Continuing Education Center on Main Street and Cesar E. Chavez Parkway

PARKS, SCHOOLS AND LIBRARY POLICIES

Policy 6.1.6 Ensure that existing and future parks meet the needs of the residential population in Barrio Logan as well as provide recreational opportunities for workers and visitors alike.

Policy 6.1.7 Coordinate with the San Diego Unified School District and community to explore options for the provision of needed educational facilities, including the establishment of charter schools that serve Barrio Logan and downtown San Diego.

Policy 6.1.8 Ensure that future library services provide the necessary resources for Barrio Logan residents.

PUBLIC UTILITIES, STREET LIGHTS AND COMMUNITY BENEFIT ASSESSMENT DISTRICT

Gas and electricity are provided by the San Diego Gas & Electric Company. San Diego Gas & Electric has substantial investment in the Barrio Logan community. Several parcels of land are owned by the utility and one of the utility's major power stations in the San Diego region is located in Barrio Logan. This station is identified as the Silvergate substation, located west of Harbor Drive at Sampson Street.

Barrio Logan lacks adequate street lighting throughout the community. Street lighting is important to improve safety for pedestrians, vehicles, and property at night.

A Community Benefit Assessment District (CBAD) would assist in funding and maintaining community-desired improvements that are not typically funded by the City. These community services could include enhanced lighting, landscaping, streetscape amenities and other non-standard improvements.

PUBLIC UTILITIES, STREET LIGHTS AND COMMUNITY BENEFIT ASSESSMENT DISTRICT POLICIES

Policy 6.1.9 Improve the general cleanliness of Barrio Logan through regular litter removal, street sweeping and maintenance efforts to ensure that the public right-of-way and facilities are maintained to the standard citywide level of service.

Policy 6.1.10 Support the adoption a community benefit assessment district throughout Barrio Logan to assist in paying for such programs as a community-wide street tree planting program, street lighting and litter abatement program.

Policy 6.1.11 Consider the establishment of a lighting and landscape maintenance district for the inclusion of pedestrian-oriented historical lighting and shade-producing street trees within the public right-of-way.

6.2 HEALTH AND SAFETY

GEOLOGICAL AND SEISMIC HAZARDS

The geologic formation underlying Barrio Logan, other than the artificial fill in the tidelands, is the Bay Point Formation. It is composed mostly of marine and non-marine, poorly consolidated, fine-and-medium-grained, sandstone. Geologic faults in the San Diego coastal area lie within a regional northwest striking right-lateral fault system. The most prominent fault along the coast is the Rose Canyon fault zone that crosses Barrio Logan in a complex pattern of active and potentially active fault traces. The two most significant active faults identified in the area are the Downtown Graben and the San Diego Fault shown in Figure 6-2.

Barrio Logan does have areas that could be prone to liquefaction Liquefaction occurs when soil loses strength and stiffness in response to applied stress. Locations prone to liquefaction in Barrio Logan can be seen on Figure 6-2 and include relatively small portions of the southern end of the plan area. They are typically south of SR-15 and west of Dalbergia Street to the bay, west of Harbor Drive between 16th Street and SR-15 to the bay.

GEOLOGICAL AND SEISMIC HAZARDS POLICIES

Policy 6.2.1 Implement all seismic-safety development requirements, including those of the Priolo Zone Act and the Downtown Special Fault Zones, for areas subject to potential liquefaction.

Policy 6.2.2 Work closely with developers to provide publicly-accessible open space where active faults are found and building cannot take place

Park built on a fault line separates buildings from the fault

TSUNAMIS

Barrio Logan is vulnerable to tsunamis. A tsunami is a series of sea waves generated by undersea earthquakes, landslides, or other large, impulsive displacements of sea level. The hazard is relatively less severe than other coastal areas of the state due to the unique form of San Diego Bay, Point Loma and the Coronado Island-Silver Strand landmasses. These major landforms would absorb the initial effects of a tsunami. The State Resources Department indicates that the plan area should observe special caution during a tsunami alert and that the area should be cleared if flood tide and tsunami are coincident.

TSUNAMI POLICIES

Policy 6.2.3 Participate proactively in the efforts of other agencies to plan for tsunami events.

Policy 6.2.4 Promote awareness of the Alert San Diego emergency notification system, and encourage self-registration of cell phone numbers, and e-mail addresses.

HAZARDOUS MATERIALS

Exposure to hazardous materials can cause harm immediately or over time, and must be mitigated to ensure public safety. As an example, when an industrial building is demolished, asbestos and lead based-paint could contaminate soil and water. Implementing established remediation protocols in these situations is required to reduce public health risks to a negligible level.

HAZARDOUS MATERIALS POLICIES

Policy 6.2.5 Require documentation of hazardous materials investigation addressing site and building conditions during the review of development projects.

Policy 6.2.6 Do not support on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.

BROWNFIELDS

Brownfields are properties where the previous use(s) has caused environmental contamination that will be required to be cleaned up before redevelopment can occur. Brownfield sites are abandoned or under-used properties where past actions have caused real or suspected environmental contamination. These sites may include, but are not limited to: businesses that contained heavy industrial or commercial uses, abandoned gas stations, former dry cleaners, and other commercial properties where toxic substances may have been stored or used. Many of these industrial sites may have been remediated however, not to the level to allow such uses as residential and certain institutional uses. Additional remediation may be required.

BROWNFIELDS POLICIES

Policy 6.2.7 Ensure that sites designated as brownfields comply with all state regulations.

Policy 6.2.8 Seek funding sources specifically targeted at brownfield site remediation.

CHAPTER SEVEN

recreation element

IN THIS CHAPTER

Goals

Parks and Recreation Facilities

Preservation, Protection and Enhancement

Accessibility

Open Space Lands

The Barrio Logan Community Plan Recreation Element includes specific policies and recommendations addressing the following topic areas: Parks and Recreation Facilities, Preservation, Accessibility and Open Space Lands. These policies and recommendations, along with the broader goals and policies of the General Plan, provide a comprehensive parks strategy intended to accommodate the community throughout the next twenty years. Because of the scarcity of park amenities in Barrio Logan, the Recreation Element includes intensification strategies to expand facilities and programming within existing public spaces.

GOALS

- A sustainable park and recreation system that meets the needs of a variety of users such as children, the elderly, persons with disabilities, and the underserved teenage population.
- Protected and enhanced integrity and quality of existing parks, open space, and recreational programs in the Barrio Logan Community.
- Protected and preserved natural, cultural, and historic resources that serve as recreational facilities in Barrio Logan.
- Comprehensive pedestrian and bikeway connections between parks and open space lands within the Barrio Logan Community, as well as to surrounding communities.
- An open space system for the preservation and management of Las Chollas Creek and the San Diego Bay.

7.1 PARKS AND RECREATION FACILITIES

POPULATION–BASED PARK AND RECREATION FACILITIES

The General Plan park standard is to provide a minimum of 2.8 usable acres of population-based parks per 1,000 residents, or a combination of usable acreage and park equivalencies. See the General Plan, Table RE-2, "Park Guidelines," for specific guidelines for parks, and Table RE-4 for guidance on equivalencies.

Population-based park requirements for the community are calculated based on community buildout population for the year 2030. The projected population for Barrio Logan at full community development is 13,534 residents. According to General Plan Guidelines, Table 7-1 illustrates the parks and recreation needs of the Barrio Logan Community.

Currently, the park system in Barrio Logan is comprised of a neighborhood park and a San Diego Unified Port District-owned and operated park as shown in Figure 7-1.

Table 7-1 Existing (2013) and Future (2030) Population-Based Parks and Facilities

Existing Usable Population-Based Park Acreage	Year 2030 Usable Acreage Requirements	Year 2030 Usable Acreage Deficit
8.00 Acre Chicano Neighborhood Park	37.90 Acres, comprised of 10.89 acres of community parks and 27.23 acres of neighborhood parks.*	29.90 Acres
	32.18 Acres, comprised of 9.06 acres of community parks and 23.06 acres of neighborhood parks.**	24.18 Acres
Existing Recreation Centers and Aquatic Complexes	**Year 2030 Requirement**	**Year 2030 Deficit**
Recreation Centers – None	9,257 Square Feet Total	9,257 Square Feet
	7,841 Square Feet Total	7,841 Square Feet
Aquatic Complexes – None	11.5% of an Aquatic Complex	27.2% of an Aquatic Complex
	11.5% of an Aquatic Complex	23.1% of an Aquatic Complex

*Scenario #1. General Plan Guideline: 13,534 people divided by 1,000 = 13.534 x 2.8 acres = 37.90 acres.

**Scenario #2. General Plan Guideline: 11,493 people divided by 1,000 = 11.493 x 2.8 acres = 32.18 acres.

Memorial Community Park and Southcrest Community Park are located 1½ to 2 miles from Barrio Logan. These two community parks are located in the adjacent Southeastern San Diego Community Planning Area, and serve the population within that community. Territorial attitudes among some youth and teens create an unwelcome climate for park users who may come from outside the community, including Barrio Logan. Therefore, these two community parks do not adequately serve the community park needs of Barrio Logan residents.

There is currently one City-owned and operated neighborhood park, Chicano Park, serving the Barrio Logan Community (See Table 7-1) Chicano Park is constructed within the Caltrans Right-of-Way under the I-5 and San Diego-Coronado Bay Bridge. The park includes two handball courts, two basketball courts, comfort station, barbeque grills, lawn areas, concrete plazas and a children's play area.

Chicano Park

Cesar Chavez Park Soccer fields

Barrio Station

The Gateway Family Apartments play area

Chicano Park dance stage

Cesar Chavez Park and San Diego Bay

Used heavily by residents as the "central park" within the neighborhood, the park serves as a community gathering space, a place for passive recreation, and a symbol of the neighborhood's struggle and achievements over many decades. Art murals painted on the freeway structural supports add vibrancy and cultural identity to the park and the community. On November 9, 2012 the State Historical Resources Board approved the designation of the Park as a State Historical Landmark. This unique park is a regional draw and asset for the City, and merits the reclassification to a Regional Park. As a Regional Park, Chicano Park would receive full population-based credit as an equivalency. Americans with Disabilities Act (ADA)/Title 24 accessibility upgrades and retrofits are required for the park, including the existing restrooms and children's play areas.

There are community organizations and services in Barrio Logan that provide recreational, social, and activity opportunities for residents. The approximately 2,500 sq. ft. Park and Recreation Paradise Senior Center provides numerous activities for seniors. The senior center's expansion of programs and hours of operation along with renovations could offset the need for population-based parkland by 1.33 acres through a park equivalency application.

Barrio Station is a not-for-profit organization that provides counseling services and a variety of recreation programs and facilities for youth and young adults in Barrio Logan. Private recreation resources also add to the recreational opportunities in Barrio Logan. For instance, the Gateway Family Apartments on Logan Avenue has an indoor community meeting space and outdoor recreation facilities, including children's play equipment open to the public.

The General Plan establishes minimum guidelines for recreation centers and aquatic complexes, per Table RE-3, "Recreation Facility Guidelines." A full-size recreation center and an aquatic complex are not planned specifically for Barrio Logan because the projected population at full community development is below the requirements. However, the approximately 11,000 square foot City-owned Cesar Chavez Center, located adjacent to Chicano Park, could be renovated and utilized as a public recreation center by providing a full range of diverse recreation programs, and expanding hours of operation beyond typical hours, and the facility could effectively offset the need for 4.32 acres of population-based park land. In addition, the Barrio Station, provides a community pool, recreation center and gymnasium activities of an appropriate size for the community at anticipated full development.

Table 7-2 Park Equivalency Credits*

Park Equivalency	Net Usable Acreage Credit	Recreation Components and Amenities
San Diego Unified Port District Cesar Chavez Park **	4.21 Acres	An open multi-purpose turf area, concrete plazas, a children's play area, various site amenities and a pier extending into San Diego Bay.
Future Cesar Chavez Center	4.32 Acres ***	Diverse recreation programs.
Future Perkins Elementary Joint Use Improvements	2.00 Acres	Indoor and/or outdoor recreational amenities. such as soccer fields.
Paradise Senior Center	1.33 Acres ***	Activities and services oriented toward Barrio Logan seniors.
Las Chollas Creek Park	2.0 Acres	Passive recreational pedestrian and bicycle trails and open space.
Total Equivalencies Credit	13.86 Acres	

*Represents park equivalency credits in place at the time of community plan adoption. A current inventory is maintained by the Development Services Department.

**This park is considered an "equivalency" because it is owned and operated by another public agency.

***The methodology used to determine the amount of acreage credit for intensification and expansion of existing facilities is as follows: X ÷ Y= Z.

X = cost of improvements
Y = cost of acquisition, design and construction of 1.0 acre of parkland in Barrio Logan
Z = equivalency credit in acres

Note: The equivalency credit does not necessarily equate to the amount of acreage improved.

Table 7-3 Revised Population-Based Park Inventory Summary

Park Space	Acres
Existing Population-based Parks*	8.00 Acres
Existing/Future Park Equivalencies Credit	13.86 Acres
Future Chicano Park Expansion	2.00 Acres
Future Boston Avenue Linear Park	3.00 Acres
Population-based parks requirements for year 2030	37.90 Acres
Population-based parks deficit for year 2030	11.26 Acres

*As a Regional Park, Chicano Park would be reclassified as an equivalency receiving full population-based park credit.

Example of linear park and trail

Barrio Station swimming pool

Los Vientos Apartments internal play area

Widened right-of-way with seating and cultural artwork

Public plazas make great space for outdoor markets

Public community gathering space

RECREATION OPPORTUNITIES AND EQUIVALENCIES

Opportunities for additional parkland and recreation facilities within the Barrio Logan Community are anticipated to come through the redevelopment of private and public properties and through the application of park equivalencies. Some examples of future population-based park and recreation facilities to be considered as opportunities arise include: mini, pocket or linear parks; plazas; expansion of the existing Chicano Park; utilization of existing brownfield and other under utilized sites; freeway decks over the I-5 connecting to the Southeastern San Diego Community Planning Area; a multi-purpose joint use facility at Perkins Elementary, possible utilization of Caltrans and City Right-of-Way along Boston Avenue; and community gardens.

While the City's primary goal is to obtain land for population-based parks, in some communities where vacant land is not available or is cost-prohibitive, the General Plan allows for the use of park equivalencies to be determined by the community and City staff through a set of guidelines. See General Plan Table RE-4, "Eligible Population-Based Park Equivalencies" for further details. The Barrio Logan Community is an urban community where park equivalencies would be appropriate for satisfying some population-based park needs. Table 7-2, Park Equivalency Credits, summarizes the park equivalencies that have been selected by the Barrio Logan Community and City staff, at the time of the community plan update, to supplement their existing population-based park inventory. Additional opportunities to increase park lands and equivalencies, in a manner consistent with the community plan goals and policies, may arise through the discretionary review process

Proposed public plaza at the Mercado

RECREATION OPPORTUNITIES AND EQUIVALENCIES POLICIES

In addition to the General Plan "Park Planning Policies" noted on Pages RE-16, RE-17, RE-18 and RE-19, the following policies are Barrio Logan-specific. An up-to-date inventory of park lands, equivalencies, and population figures is maintained by City staff.

Policy 7.1.1 Provide parkland that keeps pace with Barrio Logan's population growth, through timely acquisition and development of available land and new facilities.

Policy 7.1.2 Pursue land acquisition for the creation of public parks through urban infill and redevelopment proposals, with a special effort to locate new parkland within the community that promotes connectivity, safety, public health and sustainability.

Policy 7.1.3 Pursue expanded recreation programs and extended hours of operation at public and private park and recreation facilities to intensify and increase usage by Barrio Logan residents.

Policy 7.1.4 Acquire and develop new park lands through street/alley rights-of-way vacations, where appropriate and legally defensible, to provide pocket or linear parks (such as the Caltrans and City Right-of-Way along Boston Avenue), focusing on land that provides connectivity to schools, residences, parks and other recreational areas within the community.

Policy 7.1.5 Retain and promote the safety of Barrio Logan parks by providing park designs that incorporate Crime Prevention through Environmental Design Measures (CPTED) measures. See General Plan UD-A-17 for further policy direction.

Policy 7.1.6 Pursue development of under utilized and reclaimed brownfield sites for future parks within the community where economically feasible, through acquisitions or other agreements.

Policy 7.1.7 Improve waterfront access, linkages and recreational opportunities via a system of public plazas, bike paths, and parks that increase connectivity and improve public access to existing parks and public facilities, some of which may be eligible for park equivalency credit.

Policy 7.1.8 Develop a public plaza suitable for outdoor markets, community fairs, farmers markets, or other community gatherings at the Mercado along Cesar E. Chavez Parkway. The plaza should be in an area that is readily accessible, framed by buildings providing "eyes on the plaza", and linked to village retail and commercial areas.

Community gardens can be developed on public or private vacant land

Policy 7.1.9 Pursue funding sources, including grant opportunities, for the development and improvement of park and recreation facilities within the Barrio Logan Community.

Policy 7.1.10 Incorporate active, or passive, recreation into the structure, or the surrounding exterior, of public agency buildings, such as the future Fire Station #7, where space permits and safety can be assured.

Policy 7.1.11 Develop and maintain community partnerships with private organizations, or governmental agencies (such as Caltrans, the San Diego Unified Port District, the San Diego Unified School District, the San Diego Community College District and Barrio Station), to create joint use and other park equivalency opportunities for increased recreational activities.

Passive linear park provides urban trails

Policy 7.1.12 Establish joint use facilities between the City of San Diego and the San Diego Unified School District for community use of future school playfields and recreation facilities at, or adjacent to, Perkins Elementary School to increase recreational use for the community.

Policy 7.1.13 Expand Chicano Park by acquiring and developing adjacent parcels as they become available or as feasible.

Policy 7.1.14 Develop group picnic areas within Cesar Chavez Park or any new parks added to the community. These park picnic areas should be located as near as possible to restrooms, parking areas and public transit.

Policy 7.1.15 Renovate and utilize Cesar Chavez Center near Chicano Park for future park and recreation center activities.

Policy 7.1.16 Establish and develop community gardens for recreation. Work with SDG&E to utilize their site at Newton Avenue and Sampson Street. (Also see Policy 8.2.33)

Policy 7.1.17 Reduce freeway noise exposure when planning new facilities through site design or noise barriers as feasible, or by locating the most noise sensitive uses, such as children's play areas, in the quieter areas of the site.

Policy 7.1.18 Pursue opportunities to provide open and recreational spaces, on freeway decks covering I-5, or expanded bridges spanning I-5, where feasible.

Policy 7.1.19 Renovate and expand buildings hours of operation and programs at Paradise Senior Center and Cesar Chavez Center to intensify recreational uses and off-set the population-based park acreage deficit.

Policy 7.1.20 Ensure that Chicano Park is designated as a Regional Park per City Charter Section 55.2(c) that defines San Diego Regional Parks as: "those parks that serve regional residents and/or visitor populations as determined by ordinance of the City Council.

Policy 7.1.21 As a Regional Park, pursue the use of San Diego Regional Park Funds for improvements and expansion of Chicano Park.

Provide park and recreation space accessible to everyone

Accessible design provides equal access for all

Barrio Logan - Chicano Park

Las Chollas Creek in need of restoration

7.2 PRESERVATION, PROTECTION AND ENHANCEMENT

The demand for park and recreation opportunities will continue to grow as the population of the Barrio Logan Community increases. Finding undeveloped land for parks in the Barrio Logan Community has already become difficult, making protection from degradation caused by overuse of existing parks and identification of park equivalencies essential for providing recreational opportunities to meet the needs in this community. Improvements to existing facilities that increase their life span, or that expand, intensify and diversify their uses are a form of protection and enhancement. Chicano Park will continue to serve as the main cultural core for the community, but with increased demand and usage, combined with the existence of homeless residents, there will be a growing need for upgrades. Enhancement of open space that provides a balance between protecting natural resources and allowing for a certain level of compatible public recreation uses will ensure its protection and preservation. This would include improving access to Las Chollas Creek. For further direction, see the General Plan Recreation Element Policies RE-C.1 through RE-C.9.

PRESERVATION, PROTECTION AND ENHANCEMENT POLICIES

Policy 7.2.1 Design parkland and facilities using sustainable materials and techniques.

Policy 7.2.2 Upgrade Chicano Park and Cesar Chavez Park by providing amenities in underused areas for recreational purposes as well as adequate lighting.

Policy 7.2.3 Protect and enhance Las Chollas Creek's resources while allowing for appropriate public recreational and educational use.

Policy 7.2.4 Protect public parkland in perpetuity by dedication of all City-owned land's acquired for park and recreation purposes pursuant to City Charter Section 55.

7.3 ACCESSIBILITY

Accessibility within the Barrio Logan Community, as it relates to parks, has four main components: 1) Linkages between parks; 2) Accessibility for persons with disabilities within parks; 3) Access to the San Diego Bay, and 4) Equitable recreational opportunities and experiences for all community residents.

All parks within the Barrio Logan Community and the San Diego Bay are planned to be linked by a network of existing and proposed streets, complete streets and pedestrian paths. Complete streets are designed and operated to enable safe, attractive and comfortable access and travel for all users. Chicano Park, Cesar Chavez Park and San Diego Bay are linked to the community by public sidewalks and streets. Barrio Station is also linked to the community via sidewalks and streets. However, all of these recreational areas have limited access and visibility due to their location within the community, segmented by streets and rights-of-way that are not pedestrian-friendly.

The 1990 Americans with Disabilities Act (ADA) requires that newly constructed and/or altered local government facilities be readily accessible and usable by individuals with physical disabilities. Therefore, all new and existing parks and recreation facilities and linkages within the Barrio Logan Community are required to meet ADA Guidelines when constructed or retrofitted for improvements. Accessibility also means the availability of active and passive recreation to all community residents. Future park and recreation areas should be designed to accommodate a variety of uses as determined by community desires consistent with General Plan Policies RE-D.1 through RE-D.9.

ACCESSIBILITY POLICIES

Policy 7.3.1 Retrofit and upgrade all park and recreational facilities (including the existing restroom facilities and children's play area at Chicano Park) to accommodate persons with disabilities, while respecting the community's cultural significance and attributes.

Policy 7.3.2 Provide bus stops or accessible parking at all park and recreation facilities within the Barrio Logan Community.

Policy 7.3.3 Develop and increase access to senior and youth services, activities and facilities within the community's public park and recreation system.

Policy 7.3.4 Provide barrier-free access to all parks and the San Diego Bay via pedestrian, bicycle, public transit, automobile, and alternative modes of travel.

Policy 7.3.5 Design all new recreation facilities to effectuate an inter-connected parks and open space system that is integrated into and accessible to Barrio Logan Community residents.

Policy 7.3.6 Provide a system of pedestrian paths and bikeways linking population-based parks with future open space lands, such as the Bayshore Bikeway.

7.4 OPEN SPACE LANDS

Open space lands are typically land or water that are free from development and kept natural, or developed with very low intensity uses. There is no formally dedicated public open space in Barrio Logan. Las Chollas Creek offers the most significant opportunity to provide natural open space that is accessible to Barrio Logan residents as shown in Figure 7-2.

Las Chollas Creek is a 25-mile natural drainage system that originates in the City of Lemon Grove and contributes to improving water quality in the San Diego Bay through filtering. The main channel connects with the proposed future development of Las Chollas Creek Park (identified in the 2002 adopted Chollas Creek Enhancement Program) and flows southwest from communities in the northeast. The main and southern channels of Las Chollas Creek bisect Barrio Logan and connect with the bay in the 32nd Street Naval Station San Diego.

Restored Las Chollas Creek

Efforts to clean up, restore, and protect Las Chollas Creek are being made by various community organizations and through policies contained in the City's Chollas Creek Enhancement Program. As Las Chollas Creek is restored and enhanced, areas improved for safe public use may be eligible for park equivalency credit if they include amenities that support passive recreational uses. See the Conservation Element for additional information on preservation of Las Chollas Creek. For further direction, see the General Plan Recreation Element Policies RE-F.1 through RE-C.7.

OPEN SPACE LANDS POLICIES

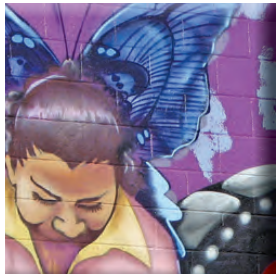
Policy 7.4.1 Protect and enhance natural resources of open space lands in Las Chollas Creek by revegetating and restoring the open space lands with native, drought tolerant plants.

Policy 7.4.2 Preserve and protect Las Chollas Creek by allowing only low intensity public recreational use, such as; trails, overlooks, interpretive signage, seating and public art.

Policy 7.4.3 Provide safe public access to Las Chollas Creek from Main Street via pedestrian, bicycle, public transit, automobile, and alternative modes of travel from other recreational facilities.

Policy 7.4.4 Pursue grant opportunities for the restoration and improvement of Las Chollas Creek through Barrio Logan.

Policy 7.4.5 Protect natural terrain and drainage systems of Barrio Logan's open space lands along Las Chollas Creek in order to preserve natural habitats and cultural resources and improve water quality.



CHAPTER EIGHT

conservation element

IN THIS CHAPTER

Goals

Climate Change and Sustainability

Resource Management and Preservation

The Barrio Logan Community Plan Conservation Element addresses the conservation goals and policies that can be effective in managing, preserving and thoughtfully using the natural resources of the community. Topic areas included in this element include Sustainability, as well as Resource Management and Preservation. This element additionally addresses Climate Change, which is seen as a major issue that could affect the health and longevity of the community and the ecological environment in Barrio Logan.

GOALS

- An energy efficient transportation system.
- Public walkways that connect pedestrians with transit and community destinations.
- Enhancement of scenic resources and public access.
- An urban forest planting program.
- A tree canopy that reduces the urban heat island effect.
- Improved air quality.
- Water-efficient practices.
- Widespread use of drought-tolerant landscapes.
- Building energy efficiency and on-site production of renewable energy.
- A variety of recycling practices and opportunities.
- Cleaner storm water discharges into Las Chollas Creek and San Diego Bay.
- Restoration of Las Chollas and South Las Chollas Creeks.
- Use of sustainable storm water techniques.

8.1 CLIMATE CHANGE AND SUSTAINABILITY

The Conservation Element of the General Plan discusses climate change and provides a broad range of policies designed to promote sustainability and reduce greenhouse gas emissions (See General Plan policies CE-A-1 through CE-A-13). At the time of this Community Plan update, the City was also engaged in preparing a Climate Mitigation and Adaptation Plan (CMAP) that will address mitigation, as well as adaptation measures to proactively prepare for a range of anticipated climate change impacts. Although climate change is a global issue, individual communities can help reduce the emissions that contribute to climate change and devise local plans to adapt to anticipated changes.

A regional study looking at sea level rise impacts affecting the San Diego Bay was released in January 2012. The report titled *Sea Level Rise Adaptation Strategy for San Diego Bay* [1] evaluates where and when sea level rise impacts may occur, and recommends implementation of adaptation strategies to reduce those impacts. The report evaluated impacts based on a projected 20 inch (0.5 meter) increase in sea level in 2050 and a 59 inch (1.5 meter) increase in sea level in 2100. Rising sea levels are generally associated with impacts including flooding, inundation, erosion, salt water intrusion, and water table rise. A key finding of the report is that over the next few decades there will be an increase in the frequency and severity of flooding due to waves, storm surge, El Nino events, and very high tides. Starting around mid-century, it was found that regularly occurring inundation may impact parts of the Bay.

There appear to be minimal impacts to the Barrio Logan Community Planning area in the 2050 scenario, but there is increased projected exposure to flooding and inundation in Barrio's Port Lands in the 2100 scenario. [1] ICLEI Local Governments for Sustainability, 1/2012.

CLIMATE CHANGE AND SUSTAINABILITY POLICIES

Policy 8.1.1 Implement General Plan sustainability policies through innovative regulations and the project review process.

Policy 8.1.2 Monitor sea level rise studies and adaptation recommendations and develop an action plan over time.

Policy 8.1.3 Preserve and enhance Barrio Logan's attributes as a walkable community to provide residents with attractive alternatives to driving, thus reducing vehicle miles travelled and fostering a healthy community (see Mobility Element).

Policy 8.1.4 Reduce project level greenhouse gas emissions to acceptable levels through project esign, application of site-specific mitigation measures, or adherence to standardized measures outlined in the City's adopted citywide climate action plan.

Encourage community gardens on vacant public land

Reduce project level greenhouse gas emissions to acceptable levels through design elements such as green roofs

Chollas Creek enhancements restore the creek's natural functions and appearance

8.2 RESOURCE MANAGEMENT AND PRESERVATION

OPEN SPACE AND LANDFORM PRESERVATION

Barrio Logan is an urbanized community with little remaining natural topography. The bay-front which is under the control of the San Diego Unified Port District and the U. S. Navy are primarily developed with maritime and industrial uses. Other than the San Diego Bay, the only natural open space is what remains of Las Chollas Creek and its immediate surroundings. It is important to note that the majority of the creek within Barrio Logan flows through the 32nd Street Naval Station. The General Plan has policies directly related to Open Space and Landform Preservation that can be found in policies CE-B.1 through CE-B.6.

Development/restoration of Las Chollas Creek is subject to the 2002 Chollas Creek Enhancement Program. The emphasis of the program is restoration of the creek's natural functions and the open space and passive recreational opportunities that come along with restoration. The Barrio Logan Bayside Phase IV Chollas Creek Enhancement Program is aimed at improving the branches of Las Chollas Creek and South Las Chollas Creek. Full scale improvements to the creek will involve coordination with the Regional Water Quality Control Board, San Diego Unified Port District, the Army Corps of Engineers, natural resource agencies, and the U.S. Navy.

OPEN SPACE AND LANDFORM PRESERVATION POLICIES

Policy 8.2.1 Initiate discussions with the U.S. Navy and other involved agencies regarding the restoration of Las Chollas Creek.

Policy 8.2.2 Maintain best management practices in all development to limit erosion and siltation.

Policy 8.2.3 Implement the recommendations contained in the Chollas Creek Enhancement Program such as removing concrete channels in Las Chollas Creek, where feasible, to create a more natural function and appearance, and establishing trails and other passive recreation amenities.

Policy 8.2.4 Remove invasive species from Las Chollas Creek and restore habitat.

Policy 8.2.5 Preserve and protect Open Space by preventing incompatible uses, such as off-road activities, frisbee golf, community gardens, off leash dog areas and equestrian use.

WATER RESOURCE MANAGEMENT

The San Diego region is a semi-arid coastal climate with limited local water resources and storage capacities, requiring the City to rely heavily on importing water from the Colorado River and Northern California. Since the City has no direct control over the amount of water it can import, it is important that the water which is available be used as efficiently as is possible. The General Plan addresses Water Resource Management in policies CE-D.1 through CE-D.5.

WATER RESOURCE MANAGEMENT POLICIES

Policy 8.2.6 Require all landscape design to use water conserving plant material and techniques to comply with the landscape water budget of the Municipal Code.

Policy 8.2.7 Encourage development to incorporate recycled and/or gray water irrigation systems early in the development process.

Policy 8.2.8 Provide ongoing education on water resource conservation opportunities available through the City of San Diego's Department of Public Works and the San Diego County Water Authority.

URBAN RUNOFF MANAGEMENT

Urban runoff occurs when water from rainfall or manmade operations flows over impervious surfaces and then makes its way into the storm conveyance system from where it can eventually reach the San Diego Bay or enter into waterways such as Las Chollas Creek. Urban runoff carries pollutants that are picked up by the water as it flows over urban surfaces. These pollutants include but are not limited to oils, grease, trash, pesticides, organic waste, and metals. If not constrained, these pollutants make their way into Las Chollas Creek and the San Diego Bay. The General Plan addresses urban runoff management in policies CE-E.1 through CE-E.7.

Encourage landscapes that use water conserving plant material

URBAN RUNOFF MANAGEMENT POLICIES

Policy 8.2.9 Encourage development to use Low-Impact Development (LID) practices such as bioretention, porous paving, and green roofs, that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

Policy 8.2.10 Incorporate bioswales or other LID design practices where there is sufficient public rights-of-way throughout the community, and focus specific efforts to capture storm water along Harbor Drive before it reaches San Diego Bay. Where appropriate, these features should be implemented. They may be infeasible due to soil conditions and impacts to utilities.

Policy 8.2.11 Encourage private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.

Policy 8.2.12 Repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.

Policy 8.2.13 Encourage, through redevelopment and retrofitting, phasing out of commercial and industrial building materials such as galvanized roofs that leach metals into storm water runoff.

Policy 8.2.14 Reduce, through redevelopment and retrofitting, the amount of uncovered industrial and commercial areas where the work activity may contribute pollutants.

Policy 8.2.15 Encourage neighborhood practices for preventing and removing buildup of trash and pet waste on land surfaces.

AIR QUALITY

Health problems associated with poor air quality are especially significant for children, the elderly, and persons with respiratory problems. In the San Diego region, 80 percent of air pollution is caused by fossil fuel burning vehicles. The most harmful

The most harmful emissions come from diesel fuel emissions which contain toxic particulate matter

emissions come from diesel fuel emissions which contain toxic particulate matter. Within Barrio Logan, the majority of diesel fuel emissions come from transporting goods on trucks throughout the community. The General Plan addresses air quality in policies CE-F.1 through CE-F.9.

AIR QUALITY POLICIES

Policy 8.2.16 Designate and enforce appropriate trucking routes in order to limit impacts of trucks within the Barrio Logan Community.

Policy 8.2.17 Educate businesses and residents on the benefits of alternative modes of transportation including public transit, walking, bicycling, car and van pooling, and telecommuting.

Policy 8.2.18 Create incentives to encourage relocation of incompatible uses that contribute to poor air quality.

Policy 8.2.19 Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants.

SUSTAINABLE ENERGY

Creation of clean, renewable, and sustainable local energy resources provides environmental benefits and increases economic certainty and stability for residents and business alike. The General Plan addresses sustainable energy in policies CE-I.1 through CE-I.13.

SUSTAINABLE ENERGY POLICIES

Policy 8.2.20 Promote development that qualifies for the City's Sustainable Buildings Expedite Program.

Policy 8.2.21 Educate residents and businesses on efficient appliances and techniques for reducing energy consumption.

Policy 8.2.22 Provide and/or retrofit lighting in the public right-of-way that is energy efficient.

Policy 8.2.23 Provide information on programs and incentives for achieving more energy efficient buildings and renewable energy production.

URBAN FORESTRY

Street tree and private tree planting programs are low cost, low-technology methods for improving the visual landscape and air quality in Barrio Logan. As the number and size of trees in the Barrio Logan urban forest increases so will the benefits. These benefits include lower energy consumption resulting from reduction in the size of the urban heat island; reduced storm water runoff through absorption of water by the trees; improved air quality achieved as the trees convert carbon dioxide into oxygen, and an improved pedestrian environment created by providing pedestrians protection from the heat and glare of the sun. Refer to the Urban Design Element Urban Forest/Street Trees section, as well as Appendix A, for further direction on street trees. All proposed development within Barrio Logan will be required to plant and maintain street trees as identified on the plan. The General Plan addresses urban forestry in policies CE-J.1 through CE-J.5.

URBAN FORESTRY POLICIES

Policy 8.2.24 Increase the overall tree canopy cover throughout Barrio Logan by 20% in urban residential areas and 10% in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the city in terms of air and water management.

Use small canopy trees to frame public views

Street trees enhance the pedestrian environment

Policy 8.2.25 Work with the City's Urban Forestry Division to coordinate the appropriate selection and location of shade-producing trees.

Policy 8.2.26 Require that new development retain significant and mature trees.

Policy 8.2.27 Support public outreach efforts to educate business owners, residents, and school children on the care of and environmental benefits of shade-producing street trees.

SOLID WASTE MANAGEMENT

An effective integrated waste management strategy conserves raw materials and energy, ensures that waste materials do not become a health threat, and reduces the need for new disposal facilities. The General Plan addresses waste management in policies PF-I.1 through PF-I.5.

Barrio Logan is home to several large recycling facilities that are an important part of the local recycling infrastructure. Businesses and residents within and adjacent to Barrio Logan utilize these facilities to recycle materials.

SOLID WASTE MANAGEMENT POLICIES

Policy 8.2.28 Encourage multi-story developments to include solid waste and recycling management measures, such as dual trash/recycling chutes, in development plans to facilitate compliance with recycling regulations.

Policy 8.2.29 Promote recycling facilities that are well maintained, attractive in appearance, and help promote waste reduction in the community.

SCENIC RESOURCES AND PUBLIC ACCESS

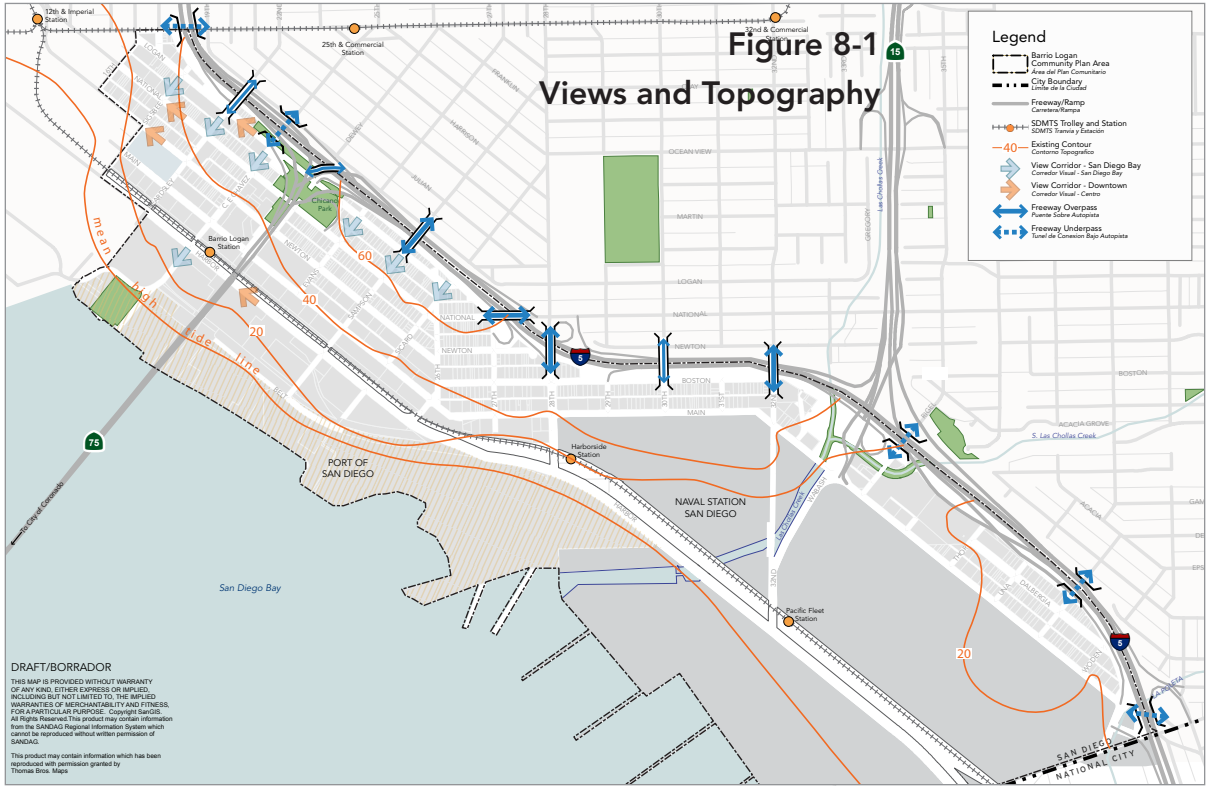
The visual quality of Barrio Logan is marked by a number of visual barriers and a lack of major vista points. Because the natural landform is a low-lying coastal plain of less than 60 feet in elevation, the community's views are easily dominated by any large structure. The community boundaries are clearly demarcated by I-5 on the east. The elevated portions of the freeways provide continuous views of the community. San Diego Bay is the dominating feature but its presence is generally obscured at ground level due to the industrial development in the tidelands area under the jurisdiction of the Port District. Disruptive visual barriers occur continuously along the entire length of Harbor Drive through the community.

Cesar Chavez park looking into the Bay

These barriers, generally prevent visual access to the bay as well as into the community. In contrast to these barriers the San Diego-Coronado Bridge offers a location from which to obtain continuous views of the community. These views are not available to pedestrians since the bridge is restricted to auto traffic. The bridge itself is also a major landmark but the bridge's support columns are structural interruptions in the visual continuity of the community experienced at ground level.

Because of its geographical location and topography (Figure 8-1), there are tremendous opportunities to maximize views which in the past have not been conscientiously developed. Views into San Diego Bay are a major visual element of the Barrio Logan Community. Barrio Logan's location adjacent to San Diego Bay and downtown provides opportunities to preserve and enhance existing scenic views from within the community. Critical view corridors to downtown San Diego are shown on Figure 8-1.

Harbor view corridor



public access to community destinations such as community centers, schools, shopping, transit, and the San Diego Bay front. These streets and walkways are designed to provide pedestrian amenities. An example of this is the design of the Cesar E. Chavez Parkway which serves to connect the community to Cesar Chavez Park and the San Diego Bay front as a ceremonial street. Specifics about access and streetscape are located in the Mobility and Urban Design Elements of this Plan.

SCENIC RESOURCES AND PUBLIC ACCESS POLICIES

Policy 8.2.30 Coordinate with the Port District to establish building setbacks within their jurisdiction that will preserve public views to San Diego Bay.

Policy 8.2.31 Require 15-foot wide minimum sidewalks along Cesar E. Chavez Parkway and Sampson Street to maintain and frame views to San Diego Bay.

Critical view corridors to San Diego Bay are: Sigsbee Street, Cesar E. Chavez Parkway, Sampson, 26th, 28th and 32nd Streets. Enhancing the view corridor to San Diego Bay from Cesar E. Chavez Parkway is a primary recommendation of this plan since Cesar E. Chavez Parkway is designated as Barrio Logan's ceremonial street. Hand-in-hand with preservation and enhancement of scenic views is preservation and enhancement of streets and walkways that provide

Newton Avenue view corridor

Promote development of urban agriculture in Barrio Logan

Locate community gardens on publicly-owned properties whenever possible

Policy 8.2.32 Use tall, large canopy street trees along Cesar E. Chavez Parkway and Sampson Street to frame public views to San Diego Bay.

Policy 8.2.33 Require 10-foot wide minimum sidewalks along Main Street, Newton Avenue and National Avenue north of the bridge in order to maintain and frame views to downtown skyline.

Policy 8.2.34 Use narrow small canopy street trees along Beardsley Street and Sigsbee Street to frame public views to San Diego Bay.

Policy 8.2.35 Maintain and enhance public access to the San Diego bayfront along Cesar E. Chavez Parkway through the development of a ceremonial street from I-5 to the San Diego Bay that includes a minimum of 15-foot wide sidewalks with landscaped parkways and medians as space permits.

COMMUNITY GARDENS AND URBAN AGRICULTURE

Barrio Logan has the potential to provide multiple sites for community gardens that contain individual and shared-plot spaces. For instance, land owned by San Diego Gas and Electric at Sampson Street and Newton Avenue, BNSF railroad along Harbor Drive, the Metropolitan Transit System, Caltrans, the City of San Diego as well as the San Diego Unified School District may have remnant parcels that could be used as community gardens.

All future community gardens should become attractive focal points that bring the neighborhood together as a way to interact, recreate and create a sustainable food system within the community.

COMMUNITY GARDENS AND URBAN AGRICULTURE POLICIES

Policy 8.2.36 Promote the inclusion and development of urban agriculture in Barrio Logan.

Policy 8.2.37 Locate community gardens in Barrio Logan where there is sufficient demand, appropriate land, and where they will not generate adverse impacts on adjacent uses.

Policy 8.2.38 Develop and maintain partnerships with organizations that provide services, programs, and activities that would complement a Community Garden program in Barrio Logan.

Policy 8.2.39 Locate community gardens on publicly-owned properties whenever possible, such as SDG&E parcel at Sampson Street and Newton Avenue or along the Caltrans-owned parcels along Boston Avenue between 29th and 32nd Streets.

CHAPTER NINE

noise element

IN THIS CHAPTER

Goals

Commercial and Industrial Activity

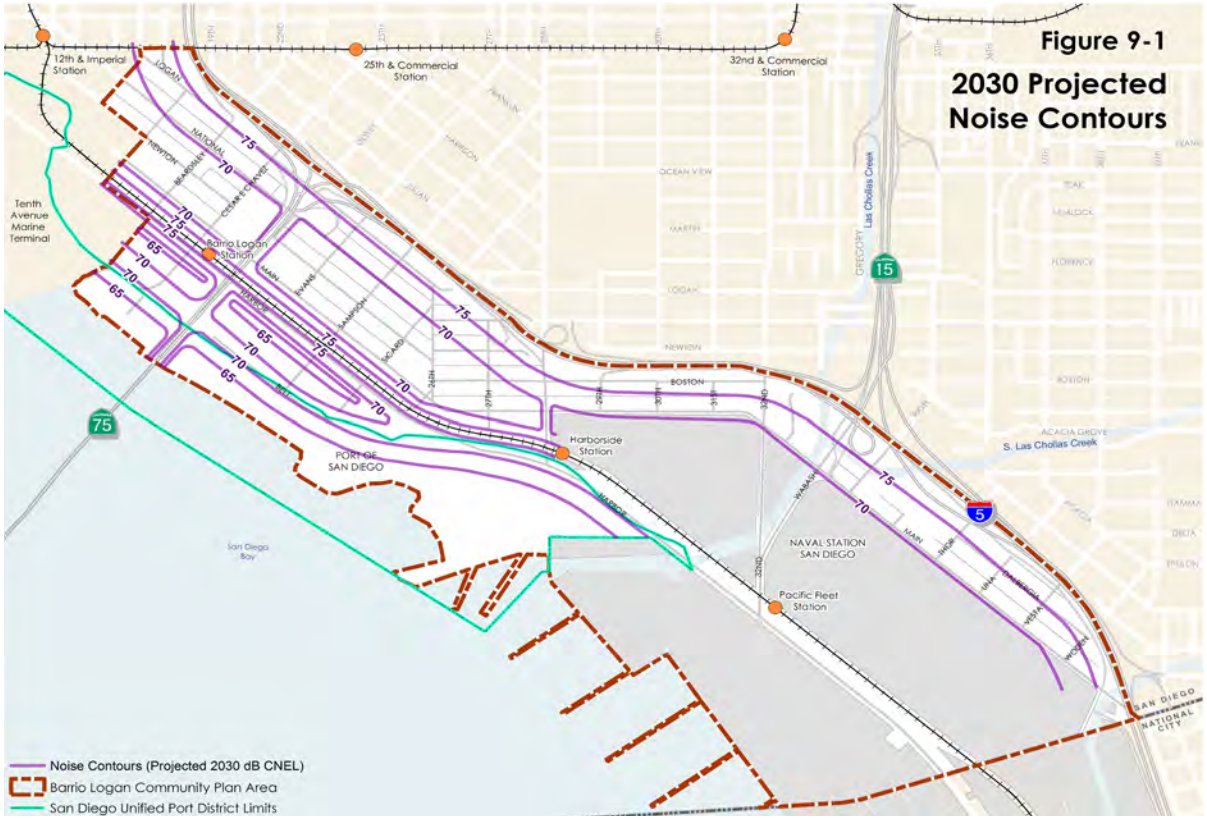
Motor Vehicle Traffic

Rail Noise

The Community Plan Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses that will protect people living and working in the City from an excessive noise environment. Where possible, new noise sensitive uses should avoid or attenuate excessive, or harmful noise levels to help maintain a pleasant and livable noise environment. Sensitive land uses include residential sites, schools, and libraries.

GOALS

- Minimal exposure of commercial and industrial noise to noise-sensitive land uses
- Reduction of excessive truck and other motor vehicle traffic noise levels that impact noise-sensitive land uses.
- Reduction of excessive rail noise near noise-sensitive land uses.



Barrio Logan is an active urban community with a mix of residential, commercial, and industrial uses. However, this diverse mix of uses creates issues of incompatibility, resulting in sensitive uses being exposed to higher noise levels. Noise can affect the environment and well-being of people living, working, and visiting a community. Industrial and commercial areas can have a higher ambient noise level than residential areas.

Noise from commercial and industrial, freeways and major streets, and rail operations affect the Barrio Logan community.

The General Plan provides sufficient policy direction for noise-related issues; therefore minimal additional policies have been provided specifically for Barrio Logan. Community Noise Equivalent Level or CNEL is the noise rating scale used for land use compatibility.

The CNEL rating represents the average of equivalent noise levels, measured in decibels (dB), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. Figure 9-1 illustrates noise contours from freeways, major roads, and rail lines. The General Plan specifies that noise levels at or below 70 dB are conditionally compatible for multi-family residential uses and 65 dB for single family, children's schools and other sensitive receptors uses if sound attenuation measures are included to reduce the interior noise levels to 45 dB. Typical attenuation measures are addressed in the General Plan. As the figure shows, only a small part of the community, mainly adjacent to I-5, is susceptible to noise impacts over 70 dB.

The greatest noise impacts are along Boston Avenue adjacent to I-5. The noise contours do not reflect changes in noise levels due to topography, such as the freeway depressed below ground level or other physical barriers including vegetation, walls, or buildings. Although not generally considered compatible, the General Plan does conditionally allow multifamily uses within areas up to 75 dB with noise attenuation in areas affected primarily by motor vehicle traffic noise with existing residential uses.

9.1 COMMERCIAL AND INDUSTRIAL ACTIVITY

Noise from the shipbuilding, repair yards, and other outdoor uses are audible within many areas of the community, however the effects from stationary noise sources are fairly limited to the immediate surroundings. Industrial activity noise is either emitted on-site or through the distribution of goods and materials to and from the site.

In an area where residences and other sensitive receptor uses are present, the potential for noise impacts are especially important to evaluate Commercial activities, such as deliveries during late night and early morning hours, generate noise that can affect the nearby residential uses. Reducing the effect from commercial activity noise involves identifying and integrating noise attenuation measures in new buildings that will reduce interior sound levels.

Commercial and industrial activities can create high amounts of noise

9.2 MOTOR VEHICLE TRAFFIC

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. SR-75, I-5, Harbor Drive, 28th Street, and 32nd Street are the primary sources of motor vehicle noise within the community. Noise from trucks driving within, or parked and idling along roads in the community can also be a source of annoyance for noise sensitive uses. Barrio Logan is affected by truck traffic associated with industrial and commercial land uses, the U.S. Navy, and the Port of San Diego. Trucks in general generate more noise than cars and light trucks. Heavy trucks that support Port operations tend to generate more noise than medium trucks that support commercial and light industrial uses. Refer to General Plan policies NE.B.1 through NE. B.8 for further direction

Vehicle traffic creates noise

MOTOR VEHICLE TRAFFIC POLICIES

Policy 9.2.1 Reduce the effect of noise from motor vehicle traffic. This can be accomplished through use of the following techniques:

a) Use building setbacks to increase distance between the noise source and receiver;
b) Provide sound barriers (earth berms or masonry walls) between habitable space and the noise source;
c) Orient buildings to shield outdoor spaces from noise sources;
d) Locate parking lots, and other non-habitable uses between the noise source and receptor;
e) Incorporate forced-air ventilation systems to allow windows and doors to be closed;
f) Use double-paned or sound rated windows;
g) Incorporate sound insulating exterior walls and roofs;
h) Use attic vents to minimize sound intrusion into structures.

Policy 9.2.2 Utilize berms, walls, and buildings adjacent to I-5 to reduce the effect of noise on nearby noise sensitive uses.

Trolley and train noise are sources of noise in the community

9.3 RAIL NOISE

Rail noise is a source of noise in the community. Freight trains and light rail transit (trolley) can generate high, relatively brief, intermittent noise events within the vicinity of at grade rail crossings where horns and crossing bells are sounded. Federal regulations require trains to sound their horns at all roadway-rail grade crossings. Horns, whistles and bells on the moving trolley vehicles, and horns from freight trains, combined with stationary bells at grade crossings can generate excessive noise levels that can affect noise sensitive land uses. To minimize excess train horn noise, the federal government allows the establishment of train horn "quiet zones." This requires the implementation of safety measures to compensate for the loss of the train horn usage. The General Plan has further policy direction for trolley and train noise found in policies NE.C.1 through NE-C.4.

Additionally, Policy 3.2.6 supports roadway-rail grade separation since this will eliminate the need for bells and horns at the existing grade crossing which will reduce the noise level.

RAIL NOISE POLICY

Policy 9.3.1 Prohibit residential uses along Main Street.

CHAPTER TEN

historic preservation element

IN THIS CHAPTER

Goals

Identification and Preservation of Historical Resources

Education, Benefits and Incentives Related to Historical Resources

With its origins as a waterfront community, Barrio Logan is one of the oldest urban neighborhoods in San Diego. Initially developed as an affordable residential community with supporting commercial establishments, the area was closely tied to the establishment of the railroad and accompanying railroad speculation, and early industrial bayfront development. This era was followed by increased residential and commercial development during minority migration and immigration. Later development included increased maritime and Naval development of the waterfront, and large-scale freight handling facilities followed by the rise of the Chicano political activism movement and its impact on infrastructure projects and uses in Barrio Logan.

The General Plan's Historic Preservation Element provides a set of goals and policies that facilitate the preservation, protection, restoration, and rehabilitation of historical and cultural resources throughout the City of San Diego. It is also the intent of the element to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. The element's goals include identifying and preserving historical resources, educating the public about the importance of historic preservation, and encouraging preservation through use of incentives.

GOALS

- Preservation of significant historical resources.
- Educational opportunities and incentives to support historic preservation.

Preserve significant historical resources such as Barrio Logan's Painted Lady

The Barrio Logan Community Plan Historic Preservation Element includes specific policies addressing the history and historic resources unique to Barrio Logan in order to encourage appreciation of the community's history and culture. These policies build upon the City's General Plan and provide a comprehensive historic preservation strategy for Barrio Logan. The two overarching topic areas addressed in this element include the Identification and Preservation of Historical Resources, which provides the historic context and a discussion of designated potential historical resources, and the education, benefits and incentives related to historical resources.

10.1 IDENTIFICATION AND PRESERVATION OF HISTORICAL RESOURCES

HISTORIC CONTEXT

Prehistory

The prehistory of the San Diego region is evidenced through archaeological remains representing more than 10,000 years of Native American occupation. The earliest archaeological remains in San Diego County are believed by some investigators to represent a nomadic hunting culture. A gathering culture which subsisted largely on shellfish and plant foods from the abundant littoral resources of the area is seen in the archaeological record dating from about 6000 BC to AD 650. The Late Prehistoric Period (AD 650 to 1769) in the City of San Diego is represented by the people ancestral to the Kumeyaay people of today.

The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The Kumeyaay are the identified Most Likely Descendents for all Native American human remains found in the City of San Diego. A records search was completed by the South Coastal Information Center to gain an understanding of the known archaeological resources within Barrio Logan and to assess the potential for discovery of additional historic and prehistoric resources within the plan area. A total of 13 archaeological resources have been identified within the boundaries of Barrio Logan. These sites consist of four prehistoric sites representing food or tool processing or habitation activities, seven historic period sites, and two sites with both prehistoric and historic components.

Brush huts of the Kumeyaay people

The potential to discover prehistoric sites or deposits within Barrio Logan is highest in those areas near Las Chollas Creek ("Indian Point") or along the original tidelands. Patterns of occupation sites and subsistence-based camps illustrated in the records searches for the bay area indicate that both Archaic and Late Prehistoric people focused on areas with access to fresh water and marine resources. The large prehistoric sites recorded at the mouth of Chollas Creek, on the southeastern portion of Barrio Logan, are examples of the importance of fresh water and marine resources needed to sustain a large population over time. The potential of any prehistoric sites to contribute to research questions regarding cultural occupation along the bay over the past 8,000 years is considered high. The existence of sites further away from Chollas Creek or the bay however is uncertain, because archaeological surveys have not been conducted and the ability to discern prehistoric sites in the highly urban environment is impacted by the historic development. Depositional patterns at occupation sites elsewhere around the bay have documented good preservation of shell and fish remains, as well as hearth features, midden deposits, and even human burials.

Food and tools of the Kumeyaay

Native American representatives were contacted as part of the survey regarding potential cultural concerns related to prehistoric sites or Traditional Cultural Properties within the Community Plan area.

Based upon the record search data, the project area is considered by tribal representatives to have minimum research potential, except in those areas on the southeast side of the community where recorded sites SDI-12,090 and SDI-12,092 represent a prehistoric village situated at the mouth of Chollas Creek. This village area has been disturbed; however, components of these sites may still exist beneath the historic and modern development layers. Native American concerns regarding this area and the potential to encounter culturally sensitive sites or artifacts were expressed during the consultation process.

As part of future development within Barrio Logan, the City should consult with the Native American Heritage Commission (NAHC) early in the project planning, design and environmental compliance process by notifying the NAHC and concerned Native American parties. Details of this notification process and recommendations for continued Native American consultation and treatment of burials are found in the Historic Survey Report.

History

Historic archaeological deposits have been identified within Barrio Logan, notably in those locations where archaeological monitoring has been required for large development projects. Discoveries associated with the historic period include cisterns, privies, trash deposits, and foundations, including remains of the Coronado Railroad and the Savage Tire Factory. The ability of any of these features to provide the types of data necessary to address research questions related to the residents and the development of the community over time is dependent upon the presence of historic artifacts that represent the material cultural of the occupants of a particular location. Several examples exist from recent archaeological monitoring programs that indicate the potential is very high within the Community Plan area to discover features with associated historic artifacts that reflect the local population.

The Mariachi Building

One example is a cistern discovered at the Mercado de Barrio project in 1998 that produced a substantial quantity of bottles, containers, clothing, newspapers from World War I, and a wide spectrum of personal items and manufactured goods dating from the early 1900s through the 1950s.

The records search identified twenty buildings previously recorded including ten residences (four have been demolished), four commercial buildings, an institutional building (demolished), one industrial building (demolished), the San Diego-Coronado Bay Bridge, the Chicano Park, the Chicano Park murals, and portions of the San Diego and Arizona Railroad and the Coronado Railroad.

Historic Survey

The Barrio Logan Historical Resources Survey addresses archaeological resources within the Community Plan area through records searches and Native American consultation. Due to the subsurface nature of archaeological resources and the unlikely expectation of encountering such resources during a reconnaissance survey in an urban setting, identification of additional archaeological resources was not attempted. Native American concerns regarding this area and the potential to encounter culturally sensitive sites or artifacts were expressed during the consultation process.

The built environment is addressed through a reconnaissance-level survey of existing properties built prior to 1965. The survey revealed that Barrio Logan's historic character has evolved from a residential neighborhood in the late 1800s to a mixed-use residential, commercial, and industrial hub today, a process that has been shaped by trends in transportation systems and the natural resources of the bay. The residential and commercial development of Barrio Logan between the 1870s and the early 1920s was driven by railroad speculation and the need for residential housing near Downtown along the planned railroad route.

The spurt of growth along the bayfront in the 1910s and 1920s was facilitated by construction of the new pierhead and filling of the tidelands, which created the bayfront commercial area occupied by the growing fishing industry and the military. Many residential and commercial buildings were constructed between 1920 and 1950 to accommodate the new residents and growing community.

With the rezoning of Barrio Logan in the 1950s, industrial uses became entrenched within the residential, commercial, and institutional areas.

In the 1960s, the construction of freeways required the destruction of the streets in the path of I-5 and the new San Diego-Coronado Bay Bridge. The historic context identifies five important themes related to the development of Barrio Logan during the American Period (1846 – present). The themes focus on chronology and include:

1. **Railroads and Streetcars** (1870s – 1920s) Residential and Commercial Development;
2. **Early Industrial Bayfront Development** (1880s – 1930s);
3. **Minority Migration/Immigration and Euro-American Exodus** (1920s – 1950s) Residential and Commercial Development;
4. **Later Industrial and Naval Bayfront Development** (1940s – 1950s); and
5. **Chicano Political Activism** (1960s to present) Chicano Community Response to Rezoning and Infrastructure Projects.

Of the 485 properties included in the survey, the majority (64%) are residential, commercial buildings account for the second largest group of properties (27%), with industrial, institutional, and recreational buildings accounting for the remaining properties. Seventeen architectural styles were observed with Craftsman and Folk Victorian the most common residential styles, and Block was the most common commercial style. These styles date to the early 20th century between circa 1920 and 1940, which is when the majority of the properties included in the survey (65%) are estimated to have been constructed.

This timeframe in Barrio Logan is associated with the Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s – 1950s) theme and Later Industrial and Naval Bayfront Development (1940s – 1950s) historic themes.

The Barrio Logan survey only included buildings visible from the street and did not attempt to record structures on the rear of properties or along alleys. As the historic context indicates, there are potentially a considerable number of buildings older than 1965 that were constructed behind older residences that were not covered by the current survey.

The study of these obscured or inaccessible structures could provide a more complete understanding of Barrio Logan's development history.

DESIGNATED AND SIGNIFICANT HISTORICAL RESOURCES

Chicano Park and its murals (HRB#143), the George Kostakos Commercial Building (1701-1715 National Ave; HRB #799), and the artwork from the demolished Aztec Brewery (HRB #223) are listed in the City of San Diego Register of Historical Resources.

Development of Chicano Park by Barrio Logan residents

The Metro Theater

Chicano Park and its murals are also eligible for inclusion in the California Register of Historical Resources and the National Register of Historic Places. Chicano Park and its murals are recognized as an important historic site associated the theme of Chicano Political Activism (1960s-present). In addition to these designated historic resources, at least one property, the Kelco Historical Community Mural, has been determined significant and eligible for designation through the environmental review process.

POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES

Barrio Logan represents a mix of different historic periods, modified structures, and various architectural styles that are interspersed with commercial and industrial uses. No historic districts were identified within Barrio Logan as a result of the survey, although a concentration of potentially significant buildings was found between Logan Avenue and Newton Avenue, generally bounded by Chicano Park on the northwest and S. 26th Street on the southeast.

The survey identified 98 buildings that may be considered individually significant based on City of San Diego Criterion C. Additional properties may also be found potentially significant through more detailed research.

Eight properties are identified as potentially significant because they may exemplify or reflect special elements of the community or neighborhood's development based on City of San Diego Criterion A. The majority of these properties are associated with the Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s), which was the period in which the Mexican American community became the dominant population group in Barrio Logan. It was also the period during which Barrio Logan's residential and commercial growth was most substantial.

One property (2174 Logan Avenue) is associated with the period of earliest residential and commercial development in Barrio Logan (Residential and Commercial Development in the Era of Railroads and Streetcars [1870s-1920s]).

In 1925, the property located at 1786 Beardsley Street was purchased by the Lopez family. The New Mexico Tortilla factory was built in 1929 on this site. It was one of the first factories with an electric tortilla maker in the city. The store delivered tortillas to Old Town and also sold food to the cannery workers. Later, the tortilla factory became a restaurant called the New Mexico Café. In the 1980s, the New Mexico Café moved to the adjacent property on the corner of Newton Avenue and Beardsely Street. The family-owned restaurant is still in business today.

Most historic resources surveys identify architecturally significant buildings or important historic districts. Yet in a community that has a strong cultural history, such as the predominantly

Chicano Park and its murals are a protected historic resource

Historic Colonial Revival home located along Logan Avenue built in 1887

The New Mexico Cafe' has been owned and operated by the same family since 1926

Mexican-American community of Barrio Logan, the influence and shaping of the landscape are more complex than can be communicated through a list of individual buildings or districts. The Mexican-American contribution to the "sense of place" in Barrio Logan may be considered a historic vernacular landscape, worthy of study and preservation measures.

Key to a successful preservation strategy for these resources will be choosing the appropriate type of preservation action. The most ideal approach to protecting the Barrio Logan cultural landscape will likely be a combination of preservation and rehabilitation. Of the many Mexican-American contributions to Barrio Logan, murals and shrines are likely to be the ones best treated by preservation.

Rehabilitation is the approach that will likely be best applied to other elements of the landscape such as enclosed and personalized front-yards and the use of color to fill blank walls. In the case of enclosure, for instance, rehabilitation would likely have less emphasis on the actual historic fabric itself (such as the age of the fencing material) than on the concept of enclosure itself. The same may be true of the use of bright colors, advertising, and graffiti. Those elements would remain but would be free to evolve over time.

Enclosed front yards of historic homes along Newton Avenue

POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES POLICIES

Policy 10.1.1 Conduct additional research on buildings identified as potentially significant in the survey report to evaluate their eligibility for listing in the City's Historical Resources Register.

Policy 10.1.2 Conduct additional research and field work to determine whether a historic commercial district may be present along Logan Avenue.

Policy 10.1.3 Conduct additional field work to identify buildings that were obscured or inaccessible during the Barrio Logan Historic Reconnaissance survey.

Policy 10.1.4 Develop a historic context statement related to the Mexican-American "sense of place" and cultural landscape evident throughout the community to assist with the identification, evaluation and preservation of resources significant to that history. The context statement should include an oral history component to inform the context about those properties valued by the community.

Policy 10.1.5 Conduct project specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts to significant archaeological and Native American sites. Refer potentially significant historical and cultural resources to the Historical Resources Board for designation.

Policy 10.1.6 Allow concerned Native American parties an opportunity to comment on or participate in any treatment plan for any sites with cultural and religious significance to the Native American community.

Policy 10.1.7 In the event that Native American burials are anticipated or inadvertently discovered during controlled archaeological excavations or any phase of construction, it is recommended that the concerned parties shall seek to avoid direct and indirect impacts to the site(s) as the primary mitigation alternative. Treatment of sites containing human remains, funerary objects, sacred objects or objects of cultural patrimony

should proceed according to applicable laws and in accordance with the Native American Graves Protection and Repatriation Act (NAGPRA; 43 CFR 10), as appropriate, and any agency-specific rules and procedures for handling such matters.

Policy 10.1.8 Recommend that if human remains are uncovered, no further disturbance of the site shall occur until the County Coroner has made the necessary finds as to origin and disposition of the remains.

10.2 EDUCATION, BENEFITS AND INCENTIVES RELATED TO HISTORICAL RESOURCES

Revitalization and adaptive reuse of historic buildings conserves resources, uses existing infrastructure, generates local jobs and purchasing, supports small business development and heritage tourism and enhances quality of life and community character. The successful implementation of a historic preservation program requires widespread community support. Creating support for historic preservation requires public understanding of the significant contributions of historical resources to the quality and vitality of life, aesthetic appeal, and cultural environment of the community. In order to better inform and educate the public on the merits of historic preservation, information on the resources themselves, as well as the purpose and objectives of the preservation program, must be developed and widely distributed. A number of community organizations including the Logan Heights Historical Society, Chicano Park Steering Committee and the Logan Avenue Business Association would be excellent partners in this education and outreach effort.

There are a number of incentives available to owners of historic resources. The California State Historic Building Code provides flexibility in meeting building code requirements for historically-designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards. The Mills Act provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan.

Adaptive reuse of historic buildings provides new opportunity for small business

Historic preservation is an important component to Barrio Logan's identity

EDUCATION, BENEFITS AND INCENTIVES POLICIES

Policy 10.2.1 Foster preservation of designated historic resources through use of incentives.

Policy 10.2.2 Continue to use existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.

Policy 10.2.3 Encourage incentives for new development that could transfer the development rights from potentially and designated historic structures in order to preserve, maintain and rehabilitate them.

CHAPTER ELEVEN

arts and culture element

IN THIS CHAPTER

Goals

Arts and Culture Policies

Murals, sculptures, music, and dance, are a central part of Barrio Logan's identity, and enrich the public realm with stories of the community's history and culture. Arts and culture provides a means of expression in the environment, a way to create spaces that have a meaningful aesthetic, and an opportunity to educate about history, culture, nature, and current events. It takes many forms and shapes in the public realm of Barrio Logan's streets and sidewalks, parks and plazas, and gateways. While the most familiar forms of public art in Barrio Logan are its painted murals, there are other examples including tile murals and sculptures. New directions in public art should encourage a diversity of media, so that all segments of the community can participate and be represented. Public art can also be a more integral part of public spaces such as plazas and transit stops, facades of existing buildings and utilities, as well as in new developments. In addition, these public places provide opportunities for other cultural activities to occur such as festivals and performances.

GOALS

- Barrio Logan identified as a cultural and arts center.
- Development of the Logan Avenue Arts District.

Public art can be found throughout Barrio Logan providing beauty and visual interest

Chicano Park is home to the largest collection of Chicano murals in the world. The murals are recognized as seminal in the birth of the Chicano art movement in the United States and the collection is a point of pride among the residents of Barrio Logan as well as residents of San Diego. Chicano Park serves as a venue for a range of festivals and cultural events. Murals and art adorn buildings and walls throughout the neighborhood, a feature that is essential in the visual and social character of the community. The mural heritage visually supports the colorful history and spirit of the residents because the people express themselves thru art and visual spaces.

Chicano Park Day features traditional music and dance, including Aztec Indigenous dance, coordinated by Toltecas en Aztlán.

"The Cannery Workers Tribute" in Barrio Logan by Valerie Salatino and Nancy Moran

Fiesta del Sol is an annual street festival which celebrates the history and diversity of cultures in Barrio Logan

Include public art or cultural amenities in each new development project

ARTS AND CULTURE POLICIES

Policy 11.1.1 Pursue art installations that are diverse in content, media and siting, that help to create and reinforce the uniqueness of Barrio Logan and reflect the array of regional cultural and environmental influences.

Policy 11.1.2 Embrace the artistic heritage of Barrio Logan and continue to invite new influences into the art-making dialogue/process.

Policy 11.1.3 Include public art or cultural amenities in each new development project. Engage artists early in the project design process to achieve integration between art and architecture.

Policy 11.1.4 Strengthen Barrio Logan's identity as a local cultural and arts center through the use of public art in public spaces such as trolley stations, sidewalks, streets, parks, and in building lobbies.

Policy 11.1.5 Create a balance between the preservation/remembrance of historic elements of Barrio Logan culture and structures, such as the collection of Aztec Brewery art and artifacts, and contemporary art installations.

Policy 11.1.6 Ensure that ground floor spaces of live/work units emphasize artists' works, with accessible entrances, transparent windows, and display areas.

Policy 11.1.7 Support diversity of history, culture, climate, environment, and people through inclusive arts and cultural offerings accessible to non-English speaking residents, seniors, and visually and hearing impaired populations.

Policy 11.1.8 Utilize vacant and/or underutilized storefronts and other non-residential buildings for temporary art exhibitions.

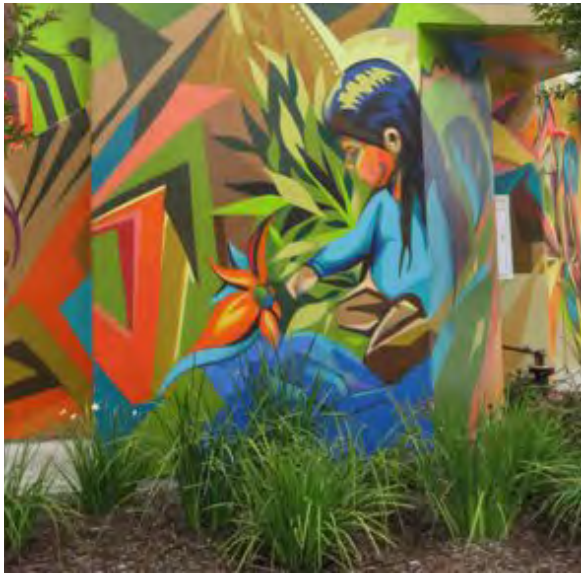
Policy 11.1.9 Encourage the provision of spaces for performances and art events in neighborhood parks, community centers, schools, transit stations, residential developments and public areas within private development.

Policy 11.1.10 Continue efforts to create meaningful, memorable, and culturally-significant public spaces in Barrio Logan that are integrated with public art.

Policy 11.1.11 Coordinate with the San Diego Unified Port District to identify all possible funding resources and to ensure alignment between the various public art programs and projects.

Policy 11.1.12 Support the creation of a Chicano Park Museum and Cultural Center.

Policy 11.1.13 Emphasize public art installations on Cesar E. Chavez Parkway, Logan Avenue and National Avenue and at major intersections.



Policy 11.1.14 Ensure that live/work artist spaces enliven the street with a focus in the areas designated as the Logan Avenue Arts District while providing housing and work spaces for local artists.

Policy 11.1.15 Involve artists in the design of gateway elements proposed for Logan and 16th, Cesar E. Chavez Parkway and Main and Division.

CHAPTER TWELVE

implementation

IN THIS CHAPTER

Key Actions

Priority Public Improvements and Funding

Funding Mechanisms

Barrio Logan Implementation Action Matrix

The Barrio Logan Community Plan will be implemented through a number of different mechanisms which are outlined in this chapter. It describes the necessary actions and key parties responsible for realizing the plan's vision. Implementing these proposals will require the active participation of the city departments and agencies, regional agencies such as the Port District, SANDAG, and MTS, and the community.

This plan also recommends a number of funding mechanisms for the City and Barrio Logan Community to pursue as ways to viably finance the implementation of this plan.

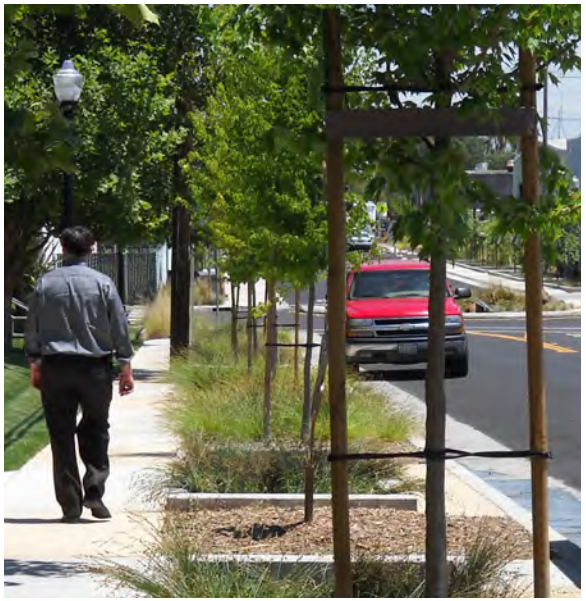
KEY ACTIONS

- Regularly update a Public Facilities Financing Plan (PFFP) identifying the capital improvements and other projects necessary to accommodate present and future community needs as identified throughout this Community Plan.
- Implement facilities and other public improvements in accordance with the PFFP.
- Pursue grant funding to implement unfunded needs identified in the PFFP.
- Pursue formation of Community Benefit Assessment Districts, as appropriate, through the cooperative efforts of property owners and the community in order to construct and maintain improvements.

12.1 FUNDING MECHANISMS

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

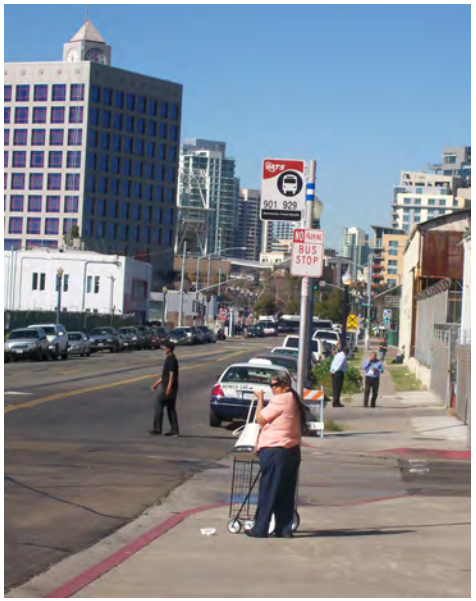
- Impact fees for new development.
- Requiring certain public improvements as part of new development.
- Establishing community benefit districts, such as property-based improvement and maintenance districts for streetscape, lighting, sidewalk improvements.



Implement innovative streetscape improvements

12.2 PRIORITY PUBLIC IMPROVEMENTS AND FUNDING

The proposals for improvements to streets and open spaces described in this plan vary widely in their range and scope— some can be implemented incrementally as scheduled street maintenance occurs, and others will require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant redevelopment occurs. Grants and other sources of funding should be pursued wherever possible. A complete list of projects is included in the PFFP. Table 12-1 articulates some of the higher priority recommendations.



Improvements are needed to sidewalks and transit stops

Table 12-1 Barrio Logan Implementation Action Matrix

No.	Element Actions	Policy	Responsible Departments/Agencies	Time Frame
	Sidewalk and Pedestrian Improvements			
1	Construct sidewalks in areas where they are currently missing or degraded along Harbor Drive, Main Street, Schley Street and Sigsbee Street.	ME 3.1.1	Adjacent property owners, Streets Department	Short-term
2	Facilitate the completion of sidewalk and intersection improvements along Harbor Drive including improved pedestrian crossings at several locations to better connect the Port Tidelands employers and neighborhood east of Harbor Drive by enhancing the Sampson Street, Cesar E. Chavez Parkway, Schley Street, 28th Street and 32nd Street intersections.	ME 3.1.1	Streets Department; Caltrans; Port of San Diego	Short-term
3	Maximize sidewalk landscaping, shade-producing street trees and pedestrian scale street furnishing to the greatest extent feasible with an emphasis in the Community Village and Historic Core areas.	ME 3.1.8	Streets Department; Caltrans; Port of San Diego	Short-term
4	Design the corners of major street intersections including along Cesar E. Chavez Parkway at Logan Avenue, National Avenue, Newton Avenue and Main Street to accommodate public gathering spaces.	ME 3.1.9	Adjacent Property Owners, City of San Diego	Short-term
5	Create a comprehensive street lighting plan to be implemented through a lighting and landscape maintenance assessment district.	PFE 6.1.4	City of San Diego; Barrio Logan community	Medium-term
	Bicycle Improvements			
1	Complete the Bayshore Bikeway project.	ME 3.5	City of San Diego; San Diego Association of Governments and the BNSF Railroad	Medium-term
2	Provide Class III bicycle facilities including sharrows along National Avenue 26th Street and Boston Avenue.	ME 3.5.	City of San Diego	Medium-term
	Roadway Infrastructure			
1	Work with Caltrans to redesign the access to the San Diego Coronado Bay Bridge onramp at Cesar E. Chavez Parkway and Logan Avenue to improve the pedestrian environment.	ME 3.1.5	City of San Diego; Caltrans	Medium-term
2	Support improvements to grade-separate the Cesar E. Chavez Parkway, 28th Street and 32nd Street Trolley tracks.	ME 3.1.2	City of San Diego, SANDAG, Metropolitan Transit System (MTS)	Long-term
	Parking			
1	Develop a parking strategy to address relocation of employee parking along Harbor Drive to allow implementation of the Bayshore Bikeway Project, and to comprehensively address employee and community parking issues, and associated community impacts through shared parking agreements.	ME 3.6.	N/A	Short-term
2	Implement a parking in-lieu fee for new development that would contribute ti implementation of parking demand reduction strategies	ME 3.6.6	City of San Diego	Medium-term
3	Create a parking district in order to efficiently manage on and off-street parking opportunities.	ME 3.6.5	City of San Diego and Barrio Logan Community	Medium-term
	Goods Movement			
1	Coordinate truck route improvements with Caltrans and the Port for Harbor Drive along with 28th and 32nd Streets.	ME 3.7.6	City of San Diego; Caltrans, Navy and the Unified Port District	Medium-term

Table 12-1 Barrio Logan Implementation Action Matrix

No.	Element Actions	Policy	Responsible Departments/Agencies	Time Frame
	Public Park and Open Space Improvements			
1	Establish a joint-use agreement with Perkins Elementary to utilize future recreational facilities during non-school hours.	RE 7.1.12	City of San Diego; San Diego Unified School District	Medium-term
2	Work with Caltrans to establish a long term lease for use of Caltrans property between 29th Street and 32nd Street.	RE 7.1.4	City of San Diego; Caltrans	Medium-term
3	Design a passive use urban trail connection along the east side of Boston Avenue.	LU 2.7.25	Adjacent Property Owners, City of San Diego	Medium-term
4	Establish a park and recreation facility at Chicano Park.	RE 7.1.15	City of San Diego; Caltrans	Medium-term
5	Replace the bathrooms Chicano Park with accessible and lighted facilities.	RE 7.3.1	City of San Diego; Caltrans	Short-term
6	Provide adequate lighting in Chicano Park.	RE 7.2	City of San Diego; Caltrans	Short-term
7	Work with Caltrans to establish a long-term lease for properties within their jurisdiction that are adjacent to Chollas Creek.	RE 7.1.4	City of San Diego; Caltrans	Medium-term
8	Evaluate the ability to develop a trail connecting Main Street to the community east of Interstate-5 along Chollas Creek.	RE 7.4.2	City of San Diego; Caltrans and the Navy	Long-term
	Public Facilities Improvements			
1	Develop a new 10,000 square foot fire station to serve the needs of the Barrio Logan Community as well as the surrounding communities that fall within the service area.	PFE 6.1.2	City of San Diego	Short-term
2	Ensure the library that serves the Barrio Logan community has sufficient resources.	PFE 6.1.8	City of San Diego	Short-term
	Conservation Improvements			
1	Establish lighting and landscape maintenance assessment district to promote and maintain shade-producing street trees in order to expand the canopy cover to 20% in residential areas and 10% in commercial and industrial areas.	CD 8.2.24	City of San Diego	Short-term

appendices

IN THIS CHAPTER

Barrio Logan Street Trees – Tree List

Barrio Logan Community Corridor Street Tree List and General Notes

Appendix A Barrio Logan Street Trees – Tree List

District Street Types	Landscape Districts					
	1 Community Village	2 Historic Core	3 Transition Area	4 Main and Boston	5 Prime Industrial	6 Harbor Drive
Albizia julibrissin (Silk Tree)	Accent	Accent				
Arbutus marina (Marina Madrone)	Theme	Theme				
Callistemon citrinus (Lemon Bottlebrush)			Accent	Accent	Accent	
Cassia leptophylla (Gold Medallion)			Theme	Theme	Theme	
Ceratonia siliqua (Carob) * Male Species	Alternate	Alternate				
Jacaranda mimosi/olia (Jacaranda)	Theme	Theme	Alternate	Alternate	Alternate	
Koelreuteria bipinata (Chinese Flame Tree)			Alternate	Alternate	Alternate	
Koelreuteria paniculata (Golden Rain Tree)			Theme	Theme	Theme	
Lagerstroemia indica (Crape Myrtle)	Accent	Accent	Accent	Accent	Accent	Accent
Liquidambar styraciflua (Liquidambar) *	Alternate	Alternate				
Metrosideros excelsus (New Zealand Christmas Tree)	Accent	Accent				
Olea europaea (Fruitless species) *	Alternate	Alternate				
Pittosporum undulatum (Victorian Box)			Alternate	Alternate	Alternate	
Platanus acerifolia (London Plane Tree)	Theme	Theme	Theme	Theme	Theme	Alternate
Podocarpus gracilior (Fern Pine)	Theme	Theme				
Prunus cerasifera (Purple Leaf Plum)	Accent	Accent	Accent	Accent	Accent	
Quercus ilex (Holly Oak)			Theme	Theme	Theme	Alternate
Quercus suber (Cork Oak)			Theme	Theme	Theme	Theme
Tipuana tipu (Tipu Tree)			Theme	Theme	Theme	
Washington robusta (Mexican Fan Palm)**	Accent	Accent				

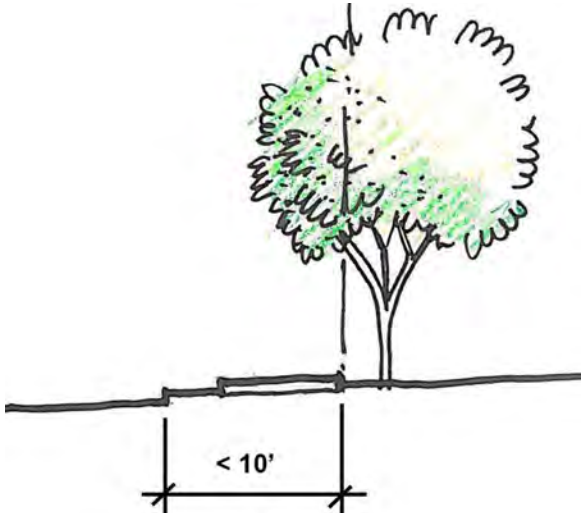
* Special installation conditions/techniques may be required by Development Services and Park & Recreation Departments. NOTE: Existing "Significant Trees" (specimens) should be retained and protected (including modifying adjacent pavement) and replaced if no other possible alternative exists.

** Palms used only as corner accent trees.

Appendix B Barrio Logan Community Corridor Street Tree List		
Community Corridor	Major Tree Theme	Alternate Tree
Harbor Drive	Platanus acerfolia (London Plan Tree, Bloodgood) Quercus suber (Cork Oak)	Podocarpus gracilior (Fern Pine) Quercus ilex (Holly Oak)
28th Street	Tipuana Tipu (Tipu Tree) Casia leptophylla (Gold Medallion)	Koelreuteria paniculata (Golden Rain Tree) Platanus acerifolia (London Plane Tree)
32nd Street	Podocarpus gracilior (Fern Pine) Quercus suber (Cork Oak)	Koelreuteria paniculata (Golden Rain Tree) Platanus acerifolia (London Plane Tree)
Cesar E. Chavez Parkway	Jacaranda mimosifolia (Jacaranda) Washington robusta (Mexican Fan Palm**)	Arbutus Marina (Marina Madrona)

BARRIO LOGAN COMMUNITY STREET TREE PLAN – GENERAL NOTES

1. Size of street trees to be per citywide landscape regulations and standards (calculated by street frontage of each property and in no case less than a twenty-four inch box).
2. Palms should be a minimum of 8 feet (brown trunk) in height.
3. Tree grates shall be American Disabilities Act approved where necessary to provide required clear path.
4. Flexibility of tree placement to facilitate commercial visibility may be approved by the Development Services Director.
5. Pruning of trees should comply with the standards of the National Arborist Association according to Class I Fine Pruning.
6. All plant material should be installed per the standards of the applicable landscape regulations and standards.
7. Where site conditions do not allow the installation of street trees in the public right of way due a right of way width of less than 10 feet or utility conflicts, street trees may be located on private property.
8. All species of pines, palms, etc. not specifically identified require approval of Development Services, and Park and Recreation Departments.
9. Community Corridor - Commercial corridors may utilize the following: Small trees/tree form shrubs, vertical accent, tropical or flowering at rear of R.O.W. or on private property (where R.O.W. is less than 10 feet).



Street trees on private property are allowed where the R.O.W. is less than 10'

Barrio Logan Community Plan Update
Stakeholder Committee Seats
25 Voting Members and 7 Ex-Officio Non-Voting Members

Resident Groups (8)	
Residential Property Owners (3)	
Primary Members	**Alternate Members**
Albert Dueñas	Vacant
Isidro Mendoza	Vacant
John Alvarado on behalf of Leo and Esther Alvarado	Vacant
Residential Tenants (5)	
Primary Members	**Alternate Members**
North of Evans (3)	
Antonia Garcia	Axelia Cordero
Hilda Valenzuela	Maria Martinez
Norene Riveroll	Patricia Cuevas
South of Evans (2)	
Ana Nayeli Castañeda	Vacant
Mary Alvarado	Vacant
Non-Residential Property Owner (3)	
Primary Members	**Alternate Members**
Evelyn Ruth Mitchell	Vacant
Robert Leif	Vacant
Jerry Gray	Vacant
Business Owners/Representatives (4)	
Primary Members	**Alternate Members**
Ruben Andrews (Fabrication Arts)	Kim Austin
David Duea (Fire Etc)	Ron Beauloye, Jr.
Rudolph Pimentel (Pimentel Urban Design)	Vacant
Adolfo Ventura, MAAC Project	Vacant
Industrial Owners/Representatives (3)	
Primary Members	**Alternate Members**
James Gill (Nassco)	Michael Ditano (CP Kelco)
Lee Wilson (Continental Maritime)	Vacant
Shaun Halvax (BAE Systems)	Vacant

Barrio Logan Community Plan Update
Stakeholder Committee Seats
25 Voting Members and 7 Ex-Officio Non-Voting Members

Non-Profits and Other Community Organizations (7)	
Category	**Name**
Environmental Representative	Environmental Health Coalition: Georgette Gomez/Maria Moya
Community Representative	Barrio Station: Aida Castañeda
Community Representative	San Diego Ship Repair Association: Matt Carr
Arts Representative	Chicano Park Steering Committee: Carlos Martell
Social Service Agency Representative	Family Health Center: Jennette Lawrence/ Janet Adamian
Project Area Committee Representative	PAC Chairperson: Rachael Ortiz
Housing Representative	Barrio Logan Senior Villas: Gloria Medina
Ex-Officio Non-Voting Members (7)	
Organization	**Name**
San Diego Unified School District	
San Diego Unified Port District	Paul Brown, Planner
United States Navy	Robert Ripley, Public Works Officer
Southeastern San Diego Planning Committee	Reynaldo Pisaño, Planning Committee Member
Sandag/MTDB	Carolina Gregor, Planner
Caltrans	Anthony Aguirre, Transportation Planner
San Diego Community College District	Dean Robin Carvajal

BARRIO LOGAN PLAN UPDATE MEETING RECORD

Meetings are Grouped by Meeting Type

#	MEETING NAME	DATE HELD	TYPE OF MEETING
1	Historical Resources Board Workshop	6/25/2009	City Board
2	Park and Recreation Board Workshop[	6/16/2011	City Board
3	Community Forest Advisory Board	9/14/2011	City Board
4	Land Use and Housing Hearing	5/9/2012	City Board
5	Community Forest Advisory Board	9/12/2012	City Board
6	Stakeholder Committee Meeting #1	4/15/2008	Community Meeting
7	Stakeholder Committee Meeting #2	5/27/2008	Community Meeting
8	Stakeholder Committee Meeting #3	6/24/2008	Community Meeting
9	Community Workshop #1	7/22/2008	Community Meeting
10	Stakeholder Committee Meeting #4	8/28/2008	Community Meeting
11	Stakeholder Committee Meeting #5	9/30/2008	Community Meeting
12	Stakeholder Committee Meeting #6	10/14/2008	Community Meeting
13	Stakeholder Committee Meeting #7	11/13/2008	Community Meeting
14	Stakeholder Committee Meeting #8	1/14/2009	Community Meeting
15	Community Open House	1/15/2009	Community Meeting
16	Charette	1/17/2009	Charette
17	Community Open House	1/18/2009	Community Meeting
18	Stakeholder Committee Meeting #9	2/11/2009	Community Meeting
19	Stakeholder Committee Meeting #10	3/11/2009	Community Meeting
20	Stakeholder Committee Meeting #11	13-May-09	Community Meeting
21	Stakeholder Committee Meeting #12	8/12/2009	Community Meeting
22	Stakeholder Committee Meeting #13	9/9/2009	Community Meeting
23	Community Workshop #3	1/30/2010	Community Meeting
24	EIR NOP Scoping Meeting	9/1/2010	Community Meeting
25	Stakeholder Committee Meeting #14	11/17/2010	Community Meeting
26	Stakeholder Committee Meeting #15	5/12/2011	Community Meeting
27	Stakeholder Committee Meeting #16	10/5/2011	Community Meeting
28	Stakeholder Committee Meeting #17	4/18/2012	Community Meeting
29	Public Facilities Subcommittee meeting #1	7/13/2011	Community Meeting
30	Public Facilities Subcommittee meeting #2	12/12/2012	Community Meeting
31	Barrio Logan Revitalization Committee	1/23/2013	Community Meeting
32	Planning Commission Workshop	4/16/2009	Planning Commission Workshop
33	Planning Commission Workshop	3/18/2010	Planning Commission Workshop
34	Planning Commission Workshop	5/19/2011	Planning Commission Workshop
35	Planning Commission Workshop on Plan Updates	12/13/2012	Planning Commission Workshop
36	Marine Terminal Community Committee Meeting	10/16/2008	Port Tenant-Related Meeting
37	Marine Terminal Community Committee Meeting	2/19/2009	Port Tenant-Related Meeting
38	Marine Terminal Community Committee Meeting	5/19/2011	Port Tenant-Related Meeting
39	Port of San Diego	9/13/2011	Port Tenant-Related Meeting
40	Port of San Diego	5/23/2012	Port Tenant-Related Meeting
41	Port of San Diego	6/12/2012	Port Tenant-Related Meeting
42	Working Waterfront Group	9/8/2011	Port Tenant-Related Meeting
43	Working Waterfront Group	7/18/2012	Port Tenant-Related Meeting
44	Working Waterfront Group	8/1/2012	Port Tenant-Related Meeting
45	Citizen's Coordinate for Century 3 Presentation	2/25/2010	Civic Presentation
46	American Planning Association Walking Tour	7/15/2010	Civic Presentation
47	UCSD Talk	5/4/2011	Civic Presentation
48	KPBS Presentation	4/18/2012	Civic Presentation
49	UCSD Talk	11/1/2012	Civic Presentation
50	UCSD Talk	1/17/2013	Civic Presentation

(6)

San Diego Unified Port District
Document No. 53637
Filed JUN 27 2008
Office of the District Clerk

BPC Policy No. 725

SUBJECT: TRANSITION ZONE POLICY

PURPOSE: It is the mission of the San Diego Unified Port District in accordance with the Port Act and Coastal Act to sustain regional maritime capacity balanced with environmental stewardship of the tidelands. The purpose of this policy is to protect maritime industrial lands and provide a transition to adjoining residential areas by establishing general guidelines to encourage the creation of transition zones between industrial lands and residential neighborhoods.

POLICY STATEMENT:

In recognition of the need to protect maritime and maritime related uses and preserve thousands of jobs provided by businesses in the waterfront industrial zones, a balance needs to be established between the needs of these industrial businesses and historic residential areas along the waterfront. It is imperative that conflicts from incompatible land uses be minimized. A Transition Zone would provide the needed balance while promoting the goals and objectives of adjacent community planning activities. To this end, the District is committed to work with the City of San Diego, the City of National City and community stakeholders to develop long term planning and land use guidelines and/or community specific plans that create Transition Zones between the District's industrial properties and residential neighborhoods.

The District will work with appropriate member cities to incorporate Transition Zone land use zoning and appropriate principles contained in the attached Working Waterfront Group "Concept for Transition Zone and Distribution Zone Policy" into member cities' general and community plans. The District will also work with State and Federal legislators and other agencies as appropriate including but not limited to the Coastal Commission, Air Pollution Control District, San Diego Association of Governments, and California Air Resources Board to assist in implementing a transition zone. The District may also acquire property to support maritime industrial uses or easements to preclude development of incompatible land uses within desired Transition Zone areas as it deems appropriate with or without public private partnerships.

RESOLUTION NUMBER AND DATE: 2008-112, dated June 10, 2008

Working Waterfront Group
Concept for Transition Zone and Distribution Zone Policy

Under the Port Act, the mission of the San Diego Unified Port District includes the sustainment of regional maritime capacity *and* mandated service as the environmental steward of the tidelands. Today, we have the opportunity to effectively integrate our long term planning and land use objectives with the goals developed by the adjacent neighborhood community groups and residents.

The Residents and Community Stakeholders adjacent to our Port industrial properties deserve our utmost consideration as we formulate long-term strategies for the preservation of our waterfront jobs base and maritime economic engine. With environmentally sensitive planning, residential neighborhoods, green spaces and transportation corridors can be created and enhanced to achieve quality of life improvements for those that live and work in our tidelands community. Further, the opportunity exists to create graceful transitions between historic residential areas and the waterfront industrial zones that provide training and sustaining jobs to 42,000 families within the region.

In recognition of the need to preserve the thousands of jobs provided by those businesses in the waterfront industrial zones, we must achieve a balance between the needs of business, residential and recreational users of the waterfront. It is imperative that we prevent, as much as possible, conflicts that might result from incompatible land uses. A transition zone would provide the needed balance while promoting the goals and objectives of adjacent community planning activities.

To accomplish these objectives, the Unified Port of San Diego and the cities of National City and San Diego should establish transition zones between industrial land and residential neighborhoods. A properly planned transition zone is critical to the sustained growth and health of all the constituencies that make up the working waterfront. In furtherance of these objectives, the Unified Port of San Diego and the City of National City should also establish a distribution zone to address the area commonly known as the National Distribution Center.

The primary purpose in developing this long-term strategy is to create the balance necessary to protect the neighboring residential areas from the impacts of industrial uses. Striking this balance benefits the working waterfront by providing greater certainty over the future uses, and benefits the residences by providing greater protection to their quality of life. The development of transition zones for various areas within the cities of National City and San Diego will individually recognize the particular factors relevant to each city.

All parties recognize the unique considerations applicable to the City of National City, and will account for these considerations in developing that particular transition zone and distribution zone. Accordingly, the parties acknowledge the importance of preserving residential neighborhoods by preventing industrial creep, allowing the continuance of existing businesses that benefit the City of National City, enhancing economic opportunity and revenue generation which includes the opportunity for large-scale, economically beneficial businesses to establish themselves within the transition zone area of the City of National City, and, most importantly, enhancing the quality of life for residents of the City of National City by providing greater resident and visitor serving areas along or near the bay. These factors will drive the formation of both the transition zone area and distribution zone area for the City of National City.

WWG Transition Zone Concept Policy
05-02-08 rev 12

Definition of Transition Zone

The Working Waterfront Group proposes that the Port, the City of San Diego, the City of National City and community stakeholders develop land use guidelines and community or specific plans that create transition zones from the Port's industrial properties to the bordering residential neighborhoods. The specific area under consideration should include those lands from the northern boundary of the Tenth Avenue Marine Terminal south to the Sweetwater Channel, bounded on the west by the Port tidelands, extending east from the existing tidelands to the adjacent residential neighborhoods. The transition zone is defined in maps identified as Exhibits A and B, attached to this policy document. The width of the Transition Zone shall vary to accommodate community plans, city development plans, existing structures, and zoning, forming an irregular, tailored, eastern boundary.

The transition zone should be a sequence of graduated land uses that serve to insulate and protect the integrity and environmental health of residential areas and concurrently preserve the maritime industrial jobs cluster. Typically this could be accomplished by a "transition zone" comprised of uses including but not strictly limited to, office space and greenbelt area adjacent to residential areas, bordering streets, transit corridors and boulevards, parking and high-quality maritime administrative office facilities. In regard to the City of National City, the factors identified in the above section will drive the uses in the transition zone. Use of those factors will achieve the objectives of the Working Waterfront Group, protect National City residents, and enhance the economic sustainability and quality of life for National City.

The transition zone areas are delineated on the maps attached as Exhibits A (San Diego) and B (National City). These maps delineate the intended boundaries of the transition zones and shall not be affected by land purchases by the Port within these zones.

Definition of Distribution Zone

The Working Waterfront Group proposes that the Port, the City of National City and community stakeholders develop land use guidelines and land use plans that create a distribution zone for that property commonly known as the National Distribution Center. The specific area under consideration should include the following uses, which strive to balance the needs of the Working Waterfront Group, the Port, the City of National City, and National City residents: tourist and visitor serving, retail, commercial, recreational, maritime industrial staging, intermodal transfer, warehousing, and cargo assembly,

The distribution zone area is delineated on the map attached as Exhibit B (National City). This map delineates the intended boundaries of the distribution zone.

Key Principles

A transition zone policy should adhere to the following key principles:

- Transition zones should provide mandated separation between industrial and residential land uses, safeguarding the environmental health of the regional neighborhoods and residents.
- Transition zones should protect and enhance the existing and prospective operations of the businesses governed by City plans, Community Group plans, and the Port Master Plan to include visitor serving, commercial, retail, industrial, working-waterfront, and maritime-related, job-producing industries.
- Transition zones should only permit uses that do not pose a health risk to sensitive receptor land uses adjacent to or in the near proximity.

- Transition zones should incentivize measures that reduce health risks, noise, traffic, and non-renewable energy consumption.
- Transition zone development in San Diego should be limited to the following uses: parking, office buildings and greenbelt areas.
- The Transition Zone areas of National City may also include existing industrial areas, existing businesses, and other appropriate land use designations including retail/commercial businesses, recreational areas and visitor serving business uses designated by the City of National City.
- Consistent with the above principles, transition zones should make the highest and best use of land.

A distribution zone policy should adhere to the following key principles:

- The distribution zone area should include the following uses: tourist and visitor serving, retail, commercial, recreational, maritime industrial staging, intermodal transfer, warehousing, and cargo assembly.
- The distribution zone should only permit uses that do not pose a health risk to sensitive receptor land uses adjacent to or in the near proximity.

Areas of Engagement

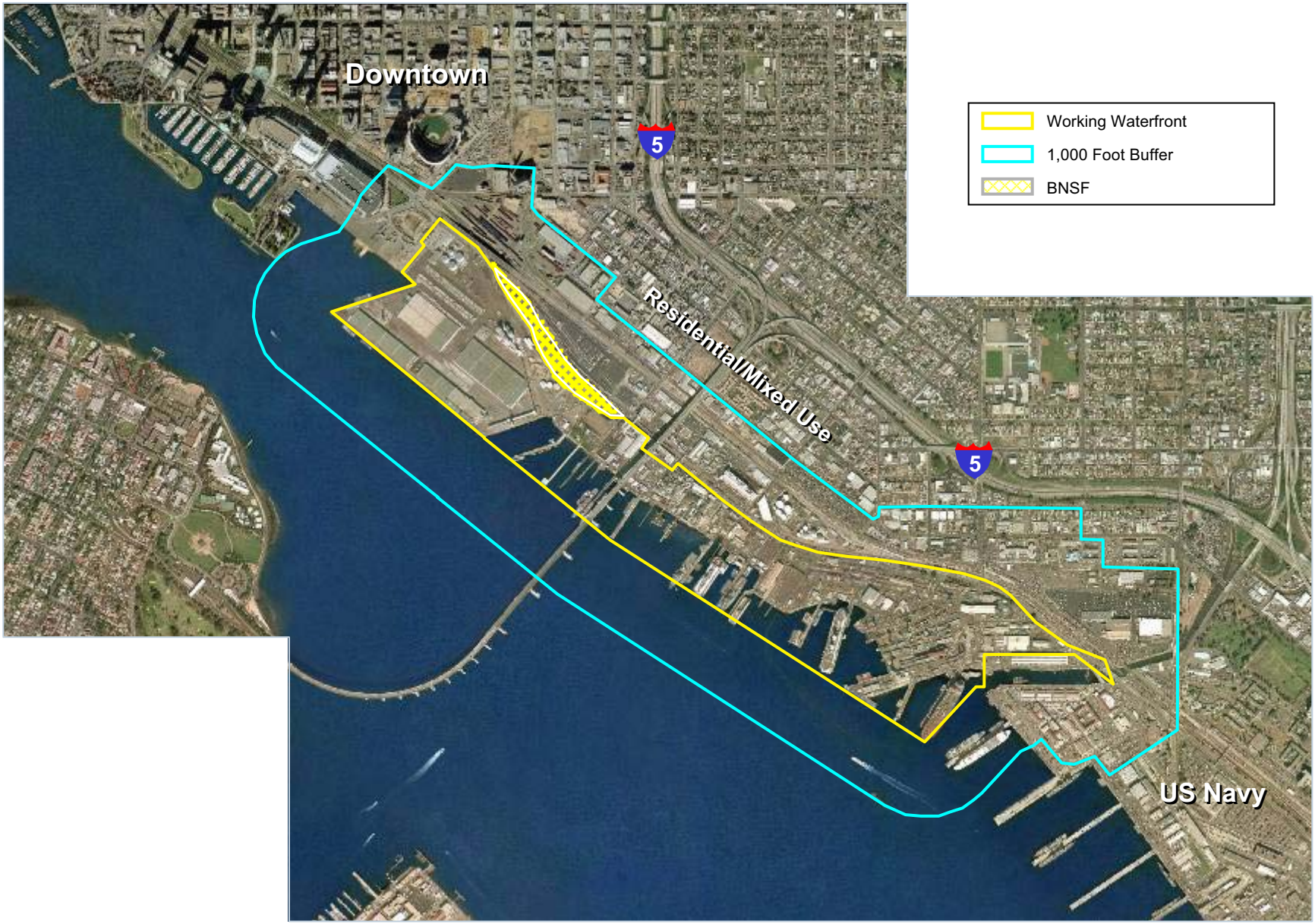
The Working Waterfront Group's primary strategy is to work with Port cities to establish zoning regulations and planning policies that incorporate the stated transition zone and distribution zone principles.

While this document is not a land use planning document, the Working Waterfront Group does seek to encourage the adoption of land use policies and plans consistent with this document. In addition, the Working Waterfront Group's proposed policy is limited to those areas specifically discussed in this document, and does not propose to affect or modify those areas outside of the transition zone or distribution zone.

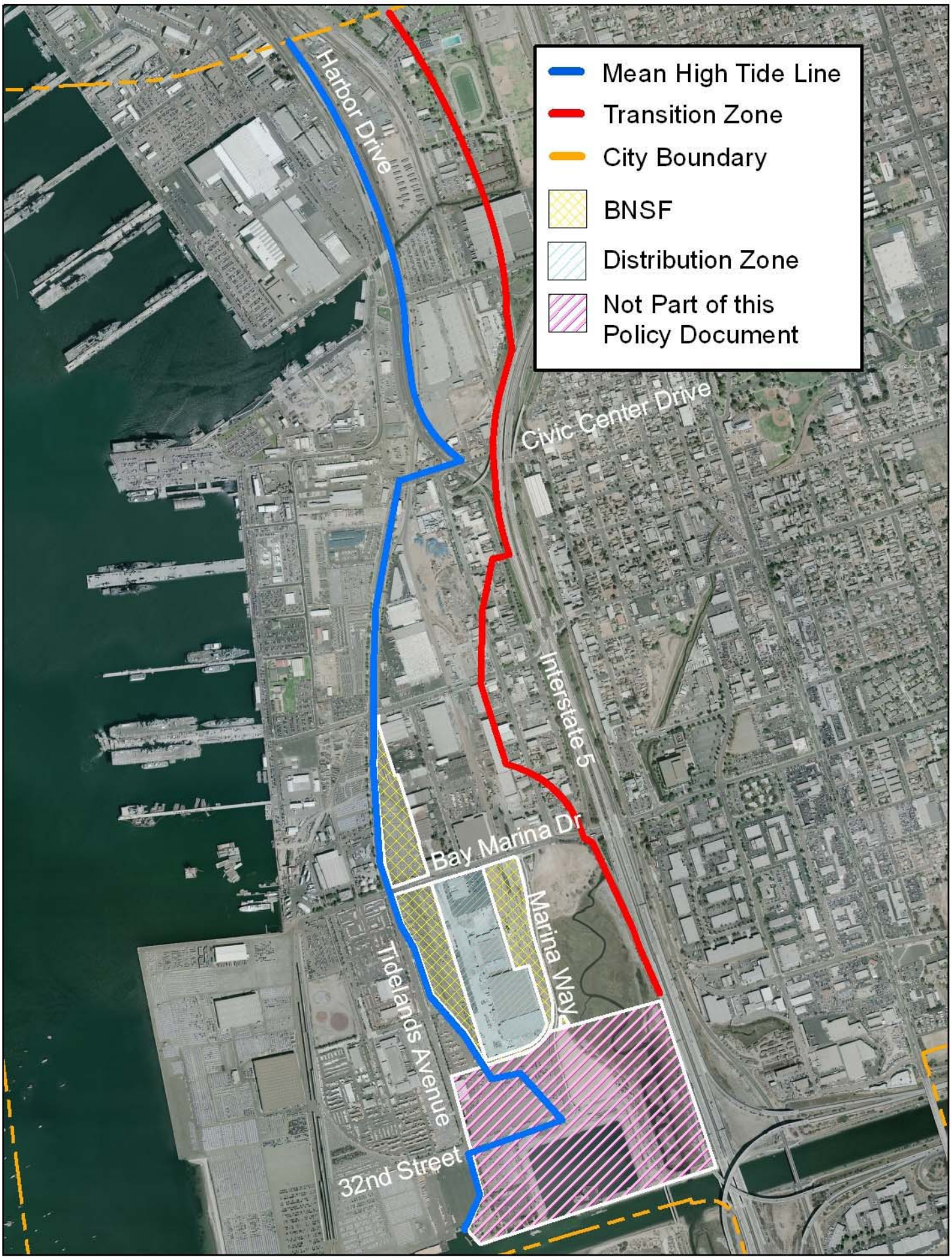
Specifically, the WWG will participate in the following decision making bodies and processes:

- Request that the Board of Port Commissioners adopt the concept stated in this white paper.
- Request that language be added to the San Diego General Plan Update to institutionalize the principles outlined above.
- Request that community or specific plan updates for neighborhoods near the working waterfront reflect these principles.
- Request that the Air Pollution Control District consider these principles in its decision making process.
- Request that the California Air Resources Board consider these principles in its decision making process.
- Meet with city council members from Port member cities to brief them on the transition zone policy.

The Port is encouraged to secure parcels within the desired transition zones with the concurrence of the affected cities and apply the standards inherent to the Port's Charter, thereby allowing not only sustained maritime use on existing Port lands but promoting development that will constitute environmentally compatible, non-residential land uses from the industrial zone to the eastern boundary of the transition zone. The San Diego Unified Port District shall encourage public / private partnerships in order to secure and develop these parcels.


Downtown
5
Working Waterfront
1,000 Foot Buffer
BNSF
Residential/Mixed Use
5
US Navy

National City
Harbor District



(1)

REFERENCE COPY

53637

Re Adoption of BPC Policy 725,]
]
Transition Zone Policy . . . . .]
]

RESOLUTION 2008-112

BE IT RESOLVED by the Board of Port Commissioners of the San Diego Unified Port District, as follows:

That Board of Port Commissioners Policy No. 725, Transition Zone Policy, a copy of which shall be placed on file in the office of the District Clerk, is hereby adopted.

ADOPTED this 10th day of June, 2008.

sw
6/10/08

Article 6: Development Permits

Division 7: Coastal Development Permit Procedures

§126.0701 through **§126.0703**

§126.0704 Exemptions from a Coastal Development Permit

The following *coastal development* is exempt from the requirement to obtain a Coastal Development Permit.

(a) and (b) [No Change]

(c) Any *coastal development* that has been categorically excluded pursuant to Categorical Exclusion Order No(s). ____ and in accordance with Section 132.0404. (Editor's note: a number will be inserted if and when a Categorical Exclusion Order is issued by the California Coastal Commission.)

(d) through (i) [No Change]

§126.0704 through §126.0724 [No Change]

Article 2: General Development Regulations

Division 4: Coastal Overlay Zone

§132.0401 [No Change]

§132.0402 Where the Coastal Overlay Zone Applies

(a) This overlay zone applies to all property located within the boundaries designated on Map No. C-908, filed in the office of the City Clerk as Document No. OO-18872. These areas are shown generally on Diagram 132-04A.

(b) Table 132-04A shows the sections that contain the supplemental regulations and the type of permit required by this division, if any, for specific types of *development* proposals in this overlay zone. Coastal

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Development Permit procedures are provided in Chapter 12, Article 6, Division 7.

Table 132-04A
Coastal Overlay Zone Applicability

Type of *Development* Proposal	Supplemental Development Regulations	Required Permit Type/ Decision Process
(1) *Coastal development* that is categorically excluded pursuant to order of the Coastal commission or that is exempted by Section 126.0704	See use and development regulations of the base zone; ~~and~~ Chapter 14, Article 3, Division 1, Environmentally Sensitive Lands Regulations; and Section 132.0404	No permit required by this division
(2) Any *coastal development* within this overlay zone that is partially or completely within the Coastal Commission Permit Jurisdiction or the Deferred Certification Area	See use and development regulations of the base zone and Chapter 14, Article 3, Division 1, Environmentally Sensitive Lands Regulations	Coastal Development Permit(s) are issued by the Coastal Commission and the City for their respective jurisdictions
(3) *Coastal development* in this overlay zone that is not exempt under (1) of this table or that is not in the area described in (2) of this table	See use and development regulations of the base zone and Chapter 14, Article 3, Division 1, Environmentally Sensitive Lands Regulations	Coastal Development Permit/Process Two or Three

§132.0403 [No Change]

§132.0404 Categorically Excluded Development

The following categories of *development* are categorically excluded from the requirement to obtain a Coastal Development Permit:

(a) Within the Barrio Logan community planning area *development* of residential, institutional, retail sales, commercial services, and office uses located within the boundaries designated on Map No. C-[insert number upon adoption] filed in the office of the City Clerk as Document No. [insert number upon adoption] that develops in accordance with the following:

(1) The *development* conforms to all base zone requirements,

(2) The *development* does not require a Neighborhood Use Permit, Conditional Use Permit, Neighborhood Development Permit, Site Development Permit, Planned Development Permit, or Variance.

DRAFT

(3) The *applicant* demonstrates the premise of the proposed *development* has obtained a clearance from the County of San Diego Department of Environmental Health stating that

(A) No hazardous materials impacts would result from the *development*, or

~~(A)~~(B) No hazardous materials impacts would result from the *development* upon completion of required remediation.

(1) The boundaries of the categorically excluded areas are shown generally on Diagram 132-04B.

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Article 1: Base Zones
Division 4: Residential Base Zones

§131.0401 Purpose of Residential Zones

The purpose of the residential zones is to provide for areas of residential *development* at various specified densities throughout the City. The residential zones are intended to accommodate a variety of housing types and to encourage the provision of housing for all citizens of San Diego. It is also intended that the residential zones reflect desired *development* patterns in existing neighborhoods while accommodating the need for future growth.

§131.0402 Purpose of the RE (Residential--Estate) Zones

(a) The purpose of the RE zones is to provide for *single dwelling units* on large *lots* with some accessory agricultural uses. It is intended that this zone be applied to areas that are rural in character, where the retention of low *density* residential *development* is desired.

(b) The RE zones are differentiated based upon applicable development regulations as follows:
- RE-1-1 requires *development* on minimum 10-acre *lots*
- RE-1-2 requires *development* on minimum 5-acre *lots*
- RE-1-3 requires *development* on minimum 1-acre *lots*

§131.0403 Purpose of the RS (Residential--Single Unit) Zones

(a) The purpose of the RS zones is to provide appropriate regulations for the *development* of *single dwelling units* that accommodate a variety of *lot* sizes and residential dwelling types and which promote neighborhood quality, character, and livability. It is intended that these zones provide for flexibility in development regulations that allow reasonable use of property while minimizing adverse impacts to adjacent properties.

(b) The RS zones are differentiated based on the minimum *lot* size and whether the *premises* is located in an *Urbanized Community* or a *Planned Urbanized Community* or *Proposition A Lands*, as follows:

(1) *Urbanized Communities*

- RS-1-1 requires minimum 40,000-square-foot *lots*
- RS-1-2 requires minimum 20,000-square-foot *lots*
- RS-1-3 requires minimum 15,000-square-foot *lots*

- RS-1-4 requires minimum 10,000-square-foot *lots*
- RS-1-5 requires minimum 8,000-square-foot *lots*
- RS-1-6 requires minimum 6,000-square-foot *lots*
- RS-1-7 requires minimum 5,000-square-foot *lots*

(2) *Planned Urbanized Communities* or *Proposition A Lands*

- RS-1-8 requires minimum 40,000-square-foot *lots*
- RS-1-9 requires minimum 20,000-square-foot *lots*
- RS-1-10 requires minimum 15,000-square-foot *lots*
- RS-1-11 requires minimum 10,000-square-foot *lots*
- RS-1-12 requires minimum 8,000-square-foot *lots*
- RS-1-13 requires minimum 6,000-square-foot *lots*
- RS-1-14 requires minimum 5,000-square-foot *lots*

§131.0404 Purpose of the RX (Residential--Small Lot) Zones

(a) The purpose of the RX zones is to provide for both attached and detached *single dwelling units* on smaller *lots* than are required in the RS zones. It is intended that these zones provide an alternative to *multiple dwelling unit developments* where *single dwelling unit developments* could be developed at similar densities. The RX zone provides for a wide variety of residential *development* patterns.

(b) The RX zones are differentiated based on the minimum *lot* size as follows:
- RX-1-1 requires minimum 4,000-square-foot *lots*
- RX-1-2 requires minimum 3,000-square-foot *lots*

§131.0405 Purpose of the RT (Residential--Townhouse) Zones

(a) The purpose of the RT zones is to provide for attached, single-dwelling unit residential *development* on small *lots* with *alley* access. It is intended that these zones provide for more urbanized, single-unit living at densities that are historically more typical of multiple-unit zones. The RT zones provide transition opportunities between single-unit neighborhoods and higher *density* multiple-unit neighborhoods and in some instances may replace multiple-unit zones at similar densities. The RT zones are intended to be applied on subdivided blocks with *alleys* that are within or close to highly urbanized areas, *transit areas*, and redevelopment areas.

(b) The RT zones are differentiated based on the minimum *lot* size as follows:
- RT-1-1 requires minimum 3,500-square-foot *lots*

- RT-1-2 requires minimum 3,000-square-foot *lots*
- RT-1-3 requires minimum 2,500-square-foot *lots*
- RT-1-4 requires minimum 2,200-square-foot *lots*
- RT-1-5 requires minimum 1,600-square-foot *lots*

§131.0406 Purpose of the RM (Residential--Multiple Unit) Zones

(a) The purpose of the RM zones is to provide for *multiple dwelling unit development* at varying densities. The RM zones individually accommodate *developments* with similar densities and characteristics. Each of the RM zones is intended to establish *development* criteria that consolidates common development regulations, accommodates specific dwelling types, and responds to locational issues regarding adjacent land uses.

(b) The RM zones are differentiated based on the uses allowed and the permitted *density* as follows:

(1) The following zones permit lower *density multiple dwelling units* with some characteristics of *single dwelling units*:
- RM-1-1 permits a maximum *density* of 1 dwelling unit for each 3,000 square feet of *lot* area
- RM-1-2 permits a maximum *density* of 1 dwelling unit for each 2,500 square feet of *lot* area
- RM-1-3 permits a maximum *density* of 1 dwelling unit for each 2,000 square feet of lot area

(2) The following zones permit medium *density multiple dwelling units*:
- RM-2-4 permits a maximum *density* of 1 dwelling unit for each 1,750 square feet of *lot* area
- RM-2-5 permits a maximum *density* of 1 dwelling unit for each 1,500 square feet of *lot* area
- RM-2-6 permits a maximum *density* of 1 dwelling unit for each 1,250 square feet of lot area

(3) The following zones permit medium *density multiple dwelling units* with limited commercial uses:
- RM-3-7 permits a maximum *density* of 1 dwelling unit for each 1,000 square feet of *lot* area
- RM-3-8 permits a maximum *density* of 1 dwelling unit for each 800 square feet of *lot* area
- RM-3-9 permits a maximum *density* of 1 dwelling unit for each 600 square feet of lot area

(4) The following zones permit urbanized, high *density multiple dwelling units* with limited commercial uses:

- RM-4-10 permits a maximum *density* of 1 dwelling unit for each 400 square feet of *lot* area
- RM-4-11 permits a maximum *density* of 1 dwelling unit for each 200 square feet of lot area

(5) RM-5-12 permits visitor accommodations or medium *density multiple dwelling units* at a maximum *density* of 1 dwelling unit for each 1,000 square feet of lot area.

§131.0415 Where Residential Zones Apply

On the effective date of Ordinance O-18691, all residential zones that were established in Municipal Code Chapter 10, Article 1, Division 4 were amended and replaced with the base zones established in this division.

§131.0420 Use Regulations of Residential Zones

The regulations of Section 131.0422 apply in the residential zones unless otherwise specifically provided by footnotes indicated in Table 131-04B. The uses permitted in any zone may be further limited if *environmentally sensitive lands* are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) Within the residential zones, no *structure* or improvement, or portion thereof, shall be constructed, established, or altered, nor shall any *premises* be used or maintained except for one or more of the purposes or activities listed in Table 131-04B. It is unlawful to establish, maintain, or use any *premises* for any purpose or activity not listed in this section or Section 131.0422.

(b) All uses or activities permitted in the residential zones shall be conducted entirely within an enclosed building unless the use or activity is traditionally conducted outdoors.

(c) *Accessory uses* in the residential zones may be permitted in accordance with Section 131.0125.

(d) Temporary uses may be permitted in the residential zones for a limited period of time with a Temporary Use Permit in accordance with Chapter 12, Article 3, Division 4.

(e) For any use that cannot be readily classified, the City Manager shall determine the appropriate use category and use subcategory pursuant to Section 131.0110.

§131.0422 Use Regulations Table for Residential Zones

The uses allowed in the residential zones are shown in the Table 131-04B.

Legend for Table 131-04B

Symbol In Table 131-04B	Description Of Symbol
P	Use or use category is permitted. Regulations pertaining to a specific use may be referenced.
L	Use is permitted with limitations, which may include location limitations or the requirement for a use or *development permit*. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
N	Neighborhood Use Permit Required. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
C	Conditional Use Permit Required. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
-	Use or use category is not permitted.

Table 131-04B
Use Regulations Table of Residential Zones

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones																								
	1st & 2nd >>	RE-			RS-														RX-		RT-					
	3rd >>	1-			1-														1-		1-					
	4th >>	1	2	3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	1	2	1	2	3	4	5	
Open Space																										
Active Recreation		P			P														P		P					
Passive Recreation		P			P														P		P					
Natural Resources Preservation		P			P														P		P					
Agriculture																										
Park Maintenance Facilities		-			-														-		-					
Agricultural Processing		-			-														-		-					
Aquaculture Facilities		-			-														-		-					
Dairies		-			-														-							
Horticulture Nurseries & Greenhouses		-			-														-		-					
Raising & Harvesting of Crops		P(3)			-														-		-					
Raising, Maintaining & Keeping of Animals		P(3)(9)			-														-		-					
Separately Regulated Agriculture Uses																										
Agricultural Equipment Repair Shops		-			-														-		-					
Commercial Stables		-			-														-		-					
Community Gardens		N			N														N		N					

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**																							
	1st & 2nd >>	RE-			RS-														RX-		RT-				
	3rd >>	1-			1-														1-		1-				
	4th >>	1	2	3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	1	2	1	2	3	4	5
Equestrian Show & Exhibition Facilities		-			-														-		-				
Open Air Markets for the Sale of Agriculture-Related Products & Flowers		-			-														-		-				
Residential																									
Mobilehome Parks		-			P(1)														P(1)		-				
Multiple Dwelling Units		-			-														-		-				
Rooming House [See Section 131.0112(a)(3)(A)]		-			-														-		-				
Single Dwelling Units		P			P														P		P				
Separately Regulated Residential Uses																									
Boarder & *Lodger* Accommodations		L			L														L		L				
Companion Units		L			L														L		L				
Employee Housing:																									
6 or Fewer Employees		-			-														-		-				
12 or Fewer Employees		-			-														-		-				
Greater than 12 Employees		-			-														-		-				
Fraternities, Sororities and Student Dormitories		-			-														-		-				
Garage, Yard, & Estate Sales		L			L														L		L				
Guest Quarters		L			L														L		-				
Home Occupations		L			L														L		L				
Housing for Senior Citizens		C			C														C		C				
Live/Work Quarters		-			-														-		-				
Residential Care Facilities:																									
6 or Fewer Persons		P			P														P		P				
7 or More Persons		C			C														C		C				
Transitional Housing:																									
6 or Fewer Persons		P			P														P		P				
7 or More Persons		C			C														C		C				
Watchkeeper Quarters		-			-														-		-				
Institutional																									
Separately Regulated Institutional Uses																									
Airports		-			-														-		-				
Botanical Gardens & Arboretums		C			C														C		C				
Cemeteries, Mausoleums, Crematories		-			-														-		-				
Churches & Places of Religious Assembly		C			C														C		C				
Correctional Placement Centers		-			-														-		-				
Educational Facilities:																									
Kindergarten through Grade 12		C			C														C		C				
Colleges / Universities		C			C														C		C				
Vocational / Trade School		-			-														-		-				

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**																								
	1st & 2nd >>	RE-			RS-														RX-		RT-				
	3rd >>	1-			1-														1-		1-				
	4th >>	1	2	3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	1	2	1	2	3	4	5
Energy Generation & Distribution Facilities		-			-														-		-				
Exhibit Halls & Convention Facilities		-			-														-		-				
Flood Control Facilities		L			L														L		L				
Historical Buildings Used for Purposes Not Otherwise Allowed		C			C														C		C				
Homeless Facilities:																									
Congregate Meal Facilities		-			-														-		-				
Emergency Shelters		-			-														-		-				
Homeless Day Centers		-			-														-		-				
Hospitals, Intermediate Care Facilities & Nursing Facilities		-			-														-		-				
Interpretive Centers		-			-														-		-				
Museums		C			C														C		C				
Major Transmission, Relay, or Communications Switching Stations		-			-														-		-				
Satellite *Antennas*		L			L														L		L				
Social Service Institutions		-			-														-		-				
Wireless communication facility:																									
Wireless communication facility in the *public right-of-way* with subterranean equipment adjacent to a non-residential use		L			L														L		L				
Wireless communication facility in the *public right-of-way* with subterranean equipment adjacent to a residential use		N			N														N		N				
Wireless communication facility in the *public right-of-way* with above ground equipment		C			C														C		C				
Wireless communication facility outside the *public right-of-way*		C			C														C		C				
Retail Sales																									
Building Supplies & Equipment		-			-														-		-				
Food, Beverages and Groceries		-			-														-		-				
Consumer Goods, Furniture, Appliances, Equipment		-			-														-		-				
Pets & Pet Supplies		-			-														-		-				
Sundries, Pharmaceuticals, & Convenience Sales		-			-														-		-				
Wearing Apparel & Accessories		-			-														-		-				
Separately Regulated Sales Uses																									
Agriculture Related Supplies & Equipment		-			-														-		-				
Alcoholic Beverage Outlets		-			-														-		-				

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**																								
	1st & 2nd >>	RE-			RS-														RX-		RT-				
	3rd >>	1-			1-														1-		1-				
	4th >>	1	2	3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	1	2	1	2	3	4	5
Farmers' Markets																									
Weekly Farmers' Markets		-			-														-		-				
Daily Farmers' Market Stands		-			-														-		-				
Plant Nurseries		-			-														-		-				
Retail Farms		-			-														-		-				
Swap Meets & Other Large Outdoor Retail Facilities		-			-														-		-				
Commercial Services																									
Building Services		-			-														-		-				
Business Support		-			-														-		-				
Eating & Drinking Establishments		-			-														-		-				
Financial Institutions		-			-														-		-				
Funeral & Mortuary Services		-			-														-		-				
Instructional Studios		-			-														-		-				
Maintenance & Repair		-			-														-		-				
Off-Site Services		-			-														-		-				
Personal Services		-			-														-		-				
Radio & Television Studios		-			-														-		-				
Assembly & Entertainment		-			-														-		-				
Visitor Accommodations		-			-														-		-				
Separately Regulated Commercial Services Uses																									
Adult Entertainment Establishments:																									
Adult Book Store		-			-														-		-				
Adult Cabaret		-			-														-		-				
Adult Drive-In Theater		-			-														-		-				
Adult Mini-Motion Picture Theater		-			-														-		-				
Adult Model Studio		-			-														-		-				
Adult *Motel*		-			-														-		-				
Adult Motion Picture Theater		-			-														-		-				
Adult Peep Show Theater		-			-														-		-				
Adult Theater		-			-														-		-				
Body Painting Studio		-			-														-		-				
Massage Establishment		-			-														-		-				
Sexual Encounter Establishment		-			-														-		-				
Bed & Breakfast Establishments:																									
1-2 Guest Rooms		N			N														N		-				
3-5 Guest Rooms		N			C														C		-				
6+ Guest Rooms		C			C														-		-				
Boarding Kennels/Pet Day Care		-			-														-		-				
Camping Parks		-			-														-		-				

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**																								
	1st & 2nd >>	RE-			RS-														RX-		RT-					
	3rd >>	1-			1-														1-		1-					
	4th >>	1	2	3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	1	2	1	2	3	4	5	
Child Care Facilities:																										
Child Care Centers		C			C														C		C					
Large Family Child Care Homes		L			L														L		L					
Small Family Child Care Homes		L			L														L		L					
Eating and Drinking Establishments Abutting Residentially Zoned Property		-			-														-		-					
Fairgrounds		-			-														-		-					
Golf Courses, Driving Ranges, and Pitch & Putt Courses		C			C														C		C					
Helicopter Landing Facilities		-			-														-		-					
Massage Establishments, Specialized Practice		-			-														-		-					
Nightclubs & Bars over 5,000 square feet in size		-			-														-		-					
Parking Facilities as a *Primary Use*:																										
Permanent Parking Facilities		-			-														-		-					
Temporary Parking Facilities		-			-														-		-					
Private Clubs, Lodges and Fraternal Organizations		-			-														-		-					
Privately Operated, Outdoor Recreation Facilities over 40,000 square feet in size[4]		-			-														-		-					
Pushcarts:																										
Pushcarts on Private Property		-			-														-		-					
Pushcarts in *public right-of-way*		-			-														-		-					
Recycling Facilities:																										
Large Collection Facility		-			-														-		-					
Small Collection Facility		-			-														-		-					
Large Construction & Demolition Debris *Recycling Facility*		-			-														-		-					
Small Construction & Demolition Debris *Recycling Facility*		-			-														-		-					
Drop-off Facility		-			-														-		-					
Green Materials Composting Facility		-			-														-		-					
Mixed Organic Composting Facility		-			-														-		-					
Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic		-			-														-		-					
Large Processing Facility Accepting All Types of Traffic		-			-														-		-					

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**																							
	1st & 2nd >>	RE-			RS-														RX-		RT-				
	3rd >>	1-			1-														1-		1-				
	4th >>	1	2	3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	1	2	1	2	3	4	5
Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic		-			-														-		-				
Small Processing Facility Accepting All Types of Traffic		-			-														-		-				
Reverse Vending Machines		-			-														-		-				
Tire Processing Facility		-			-														-		-				
Sidewalk Cafes		-			-														-		-				
Sports Arenas & Stadiums		-			-														-		-				
Theaters that are outdoor or over 5,000 square feet in size		-			-														-		-				
Urgent Care Facilities		-			-														-		-				
Veterinary Clinics & Animal Hospitals		-			-														-		-				
Zoological Parks		-			-														-		-				
Offices																									
Business & Professional		-			-														-		-				
Government		-			-														-		-				
Medical, Dental, & Health Practitioner		-			-														-		-				
Regional & Corporate Headquarters		-			-														-		-				
Separately Regulated Office Uses																									
Real Estate Sales Offices & Model Homes		L			L														L		L				
Sex Offender Treatment & Counseling		-			-														-		-				
Vehicle & Vehicular Equipment Sales & Service																									
Commercial Vehicle Repair & Maintenance		-			-														-		-				
Commercial Vehicle Sales & Rentals		-			-														-		-				
Personal Vehicle Repair & Maintenance		-			-														-		-				
Personal Vehicle Sales & Rentals		-			-														-		-				
Vehicle Equipment & Supplies Sales & Rentals		-			-														-		-				
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses																									
Automobile Service Stations		-			-														-		-				
Outdoor Storage & Display of New, Unregistered Motor Vehicles as a *Primary Use*		-			-														-		-				
Wholesale, Distribution, Storage																									
Equipment & Materials Storage Yards		-			-														-		-				
Moving & Storage Facilities		-			-														-		-				
Warehouses		-			-														-		-				

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**																								
	1st & 2nd >>	RE-			RS-														RX-		RT-					
	3rd >>	1-			1-														1-		1-					
	4th >>	1	2	3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	1	2	1	2	3	4	5	
Wholesale Distribution		-			-														-		-					
Separately Regulated Wholesale, Distribution, Storage																										
Impound Storage Yards		-			-														-		-					
Junk Yards		-			-														-		-					
Temporary Construction Storage Yards located off-site		-			-														-		-					
Industrial																										
Heavy Manufacturing		-			-														-		-					
Light Manufacturing		-			-														-		-					
Marine Industry		-			-														-		-					
Research & Development		-			-														-		-					
Trucking & Transportation Terminals		-			-														-		-					
Separately Regulated Industrial Uses																										
Hazardous Waste Research Facility		-			-														-		-					
Hazardous Waste Treatment Facility		-			-														-		-					
Marine Related Uses Within the Coastal Overlay Zone		-			-														-		-					
Mining and Extractive Industries		-			-														-		-					
Newspaper Publishing Plants		-			-														-		-					
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises		-			-														-		-					
Very Heavy Industrial Uses		-			-														-		-					
Wrecking & Dismantling of Motor Vehicles		-			-														-		-					
Signs																										
Allowable *Signs*		P			P														P		P					
Separately Regulated *Signs* Uses																										
Community Entry *Signs*		L			L														L		L					
Neighborhood Identification *Signs*		N			N														N		N					
Reallocation of *Sign* Area Allowance		-			-														-		-					
Revolving *Projecting Signs*		-			-														-		-					
Signs with Automatic Changing Copy		-			-														-		-					
Theater *Marquees*		-			-														-		-					

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**											
	1st & 2nd >>	RM-											
	3rd >>	1-			2-			3-			4-		5-
	4th >>	1	2	3	4	5	6	7	8	9	10	11	12
Open Space													
Active Recreation		P			P			P			P		P
Passive Recreation		P			P			P			P		P
Natural Resources Preservation		P			P			P			P		P
Park Maintenance Facilities		-			-			-			-		-
Agriculture													
Agricultural Processing		-			-			-			-		-
Aquaculture Facilities		-			-			-			-		-
Dairies		-			-			-			-		-
Horticulture Nurseries & Greenhouses		-			-			-			-		-
Raising & Harvesting of Crops		-			-			-			-		-
Raising, Maintaining & Keeping of Animals		-			-			-			-		-
Separately Regulated Agriculture Uses													
Agricultural Equipment Repair Shops		-			-			-			-		-
Commercial Stables		-			-			-			-		-
Community Gardens		N			N			N			N		-
Equestrian Show & Exhibition Facilities		-			-			-			-		-
Open Air Markets for the Sale of Agriculture-Related Products & Flowers		-			-			-			-		-
Residential													
Mobilehome Parks		P(2)			P(2)			P(2)			P(2)		-
Multiple Dwelling Units		P(5)			P(5)			P(5)			P(5)		P
Rooming House [See Section 131.0112(a)(3)(A)]		-			-			-			-		-
Single Dwelling Units		P			P			P			P		-
Separately Regulated Residential Uses													
Boarder & Lodger Accommodations		L			L			L			L		L
Companion Units		L			L			L			L		L
Employee Housing:													
6 or Fewer Employees		-			-			-			-		-
12 or Fewer Employees		-			-			-			-		-
Greater than 12 Employees		-			-			-			-		-
Fraternities, Sororities and Student Dormitories		C			C			C			C		-
Garage, Yard, & Estate Sales		L			L			L			L		-
Guest Quarters		L11			-			-			-		-
Home Occupations		L			L			L			L		-
Housing for Senior Citizens		C			C			C			C		-
Live/Work Quarters		-			-			-			-		-

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**											
	1st & 2nd >>	RM-											
	3rd >>	1-			2-			3-			4-		5-
	4th >>	1	2	3	4	5	6	7	8	9	10	11	12
Residential Care Facilities:													
6 or fewer persons			P			P			P			P	-
7 or more persons			C			C			C			C	-
Transitional Housing:													
6 or fewer persons			P			P			P			P	-
7 or more persons			C			C			C			C	-
Watchkeeper Quarters			-			-			-			-	-
Institutional													
Separately Regulated Institutional Uses													
Airports			-			-			-			-	-
Botanical Gardens & Arboretums			C			C			C			C	C
Cemeteries, Mausoleums, Crematories			-			-			-			-	-
Churches & Places of Religious Assembly			P			P			P			P	P
Correctional Placement Centers			-			-			-			-	-
Educational Facilities:													
Kindergarten through Grade 12			P			P			P			P	-
Colleges / Universities			C			C			C			C	
Vocational / Trade School			-			-			-			-	-
Energy Generation & Distribution Facilities			-			-			-			C	C
Exhibit Halls & Convention Facilities			-			-			-			-	-
Flood Control Facilities			L			L			L			L	-
Historical Buildings Used for Purposes Not Otherwise Allowed			C			C			C			C	C
Homeless Facilities:													
Congregate Meal Facilities			-			-			C			C	-
Emergency Shelters			-			-			C			C	-
Homeless Day Centers			-			-			C			C	-
Hospitals, Intermediate Care Facilities & Nursing Facilities			C			C			C			C	-
Interpretive Centers			-			-			-			-	-
Museums			-			-			-			-	-
Major Transmission, Relay, or Communications Switching Stations			-			-			-			-	-
Satellite *Antennas*			L			L			L			L	L
Social Service Institutions			-			-			-			-	-
Wireless communication facility:													
Wireless communication facility in the *public right-of-way* with subterranean equipment adjacent to a non-residential use			L			L			L			L	L

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**											
	1st & 2nd >>	RM-											
	3rd >>	1-			2-			3-			4-		5-
	4th >>	1	2	3	4	5	6	7	8	9	10	11	12
Wireless communication facility in the *public right-of-way* with subterranean equipment adjacent to a residential use		N			N			N			N		N
Wireless communication facility in the *public right-of-way* with above ground equipment		C			C			C			C		C
Wireless communication facility outside the *public right-of-way*		C			C			C			C		C
Retail Sales													
Building Supplies & Equipment		-			-			-			-		-
Food, Beverages and Groceries		-			-			P(8)			P(8)		P(8)
Consumer Goods, Furniture, Appliances, Equipment		-			-			-			-		-
Pets & Pet Supplies		-			-			-			-		-
Sundries, Pharmaceuticals, & Convenience Sales		-			-			P(8)			P(8)		P(8)
Wearing Apparel & Accessories		-			-			-			-		-
Separately Regulated Sales Uses													
Agriculture Related Supplies & Equipment		-			-			-			-		-
Alcoholic Beverage Outlets		-			-			-			-		-
Farmers' Markets													
Weekly Farmers' Markets		-			-			-			-		-
Daily Farmers' Market Stands		-			-			-			-		-
Plant Nurseries		-			-			-			-		-
Retail Farms		-			-			-			-		-
Swap Meets & Other Large Outdoor Retail Facilities		-			-			-			-		-
Commercial Services													
Building Services		-			-			-			-		-
Business Support		-			-			-			-		-
Eating & Drinking Establishments		-			-			-			-		-
Financial Institutions		-			-			-			-		-
Funeral & Mortuary Services		-			-			-			-		-
Instructional Studios		P			P			P			P		P
Maintenance & Repair		-			-			-			-		-
Off-Site Services		-			-			-			-		-
Personal Services		-			-			P(8)			P(8)		P(8)
Assembly & Entertainment		-			-			-			-		-
Radio & Television Studios		-			-			-			-		-
Visitor Accommodations		-			-			-			P(6)		P(6)
Separately Regulated Commercial Services Uses													
Adult Entertainment Establishments:													
Adult Book Store		-			-			-			-		-

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**											
	1st & 2nd >>	RM-											
	3rd >>	1-			2-			3-			4-		5-
	4th >>	1	2	3	4	5	6	7	8	9	10	11	12
Adult Cabaret		-			-			-			-		-
Adult Drive-In Theater		-			-			-			-		-
Adult Mini-Motion Picture Theater		-			-			-			-		-
Adult Model Studio		-			-			-			-		-
Adult *Motel*		-			-			-			-		-
Adult Motion Picture Theater		-			-			-			-		-
Adult Peep Show Theater		-			-			-			-		-
Adult Theater		-			-			-			-		-
Body Painting Studio		-			-			-			-		-
Massage Establishment		-			-			-			-		-
Sexual Encounter Establishment		-			-			-			-		-
Bed & Breakfast Establishments:													
1-2 Guest Rooms		L			L			L			P		P
3-5 Guest Rooms		N			N			L			P		P
6+ Guest Rooms		C			N			N			P		P
Boarding Kennels/Pet Day Care		-			-			-			-		-
Camping Parks		-			-			-			-		-
Child Care Facilities:													
Child Care Centers		C			C			C			C		-
Large Family Child Care Homes		L			L			L			L		-
Small Family Child Care Homes		L			L			L			L		-
Eating and Drinking Establishments Abutting Residentially Zoned Property		-			-			-			-		-
Fairgrounds		-			-			-			-		-
Golf Courses, Driving Ranges, and Pitch & Putt Courses		C			C			C			C		-
Helicopter Landing Facilities		-			-			-			-		-
Massage Establishments, Specialized Practice		-			-			-			-		-
Nightclubs & Bars over 5,000 square feet in size		-			-			-			-		-
Parking Facilities as a *Primary Use:*													
Permanent Parking Facilities		-			-			-			-		-
Temporary Parking Facilities		-			-			-			-		-
Private Clubs, Lodges and Fraternal Organizations		-			-			-			-		P
Privately Operated, Outdoor Recreation Facilities over 40,000 square feet in size[4]		-			-			-			-		-
Pushcarts:													
Pushcarts on Private Property		-			-			-			-		-

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**											
	1st & 2nd >>	RM-											
	3rd >>	1-			2-			3-			4-		5-
	4th >>	1	2	3	4	5	6	7	8	9	10	11	12
Pushcarts in Public Right of Way		-			-			-			-		-
Recycling Facilities:													
Large Collection Facility		-			-			-			-		-
Small Collection Facility		-			-			-			-		-
Large Construction & Demolition Debris *Recycling Facility*		-			-			-			-		-
Small Construction & Demolition Debris *Recycling Facility*		-			-			-			-		-
Drop-off Facility		-			-			-			-		-
Green Materials Composting Facility		-			-			-			-		-
Mixed Organic Composting Facility		-			-			-			-		-
Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic		-			-			-			-		-
Large Processing Facility Accepting All Types of Traffic		-			-			-			-		-
Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic		-			-			-			-		-
Small Processing Facility Accepting All Types of Traffic		-			-			-			-		-
Reverse Vending Machines		-			-			-			-		-
Tire Processing Facility		-			-			-			-		-
Sidewalk Cafes		-			-			-			-		-
Sports Arenas & Stadiums		-			-			-			-		-
Theaters That Are Outdoor or over 5,000 Square Feet in Size		-			-			-			-		-
Urgent Care Facility		-			-			-			-		-
Veterinary Clinics & Animal Hospitals		-			-			-			-		-
Zoological Parks		-			-			-			-		-
Offices													
Business & Professional		-			-			-			-		-
Government		-			-			-			-		-
Medical, Dental, & Health Practitioner		-			-			P(7)			P(7)		-
Regional & Corporate Headquarters		-			-			-			-		-
Separately Regulated Office Uses													
Real Estate Sales Offices & Model Homes		L			L			L			L		-

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**											
	1st & 2nd >>	RM-											
	3rd >>	1-			2-			3-			4-		5-
	4th >>	1	2	3	4	5	6	7	8	9	10	11	12
Sex Offender Treatment & Counseling		-			-			L			L		-
Vehicle & Vehicular Equipment Sales & Service													
Commercial Vehicle Repair & Maintenance		-			-			-			-		-
Commercial Vehicle Sales & Rentals		-			-			-			-		-
Personal Vehicle Repair & Maintenance		-			-			-			-		-
Personal Vehicle Sales & Rentals		-			-			-			-		-
Vehicle Equipment & Supplies Sales & Rentals		-			-			-			-		-
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses													
Automobile Service Stations		-			-			-			-		-
Outdoor Storage & Display of New, Unregistered Motor Vehicles as a *Primary Use*		-			-			-			-		-
Wholesale, Distribution, Storage													
Equipment & Materials Storage Yards		-			-			-			-		-
Moving & Storage Facilities		-			-			-			-		-
Warehouses		-			-			-			-		-
Wholesale Distribution		-			-			-			-		-
Separately Regulated Wholesale, Distribution, and Storage Uses													
Impound Storage Yards		-			-			-			-		-
Junk Yards		-			-			-			-		-
Temporary Construction Storage Yards Located off-site		N			N			N			N		-
Industrial													
Heavy Manufacturing		-			-			-			-		-
Light Manufacturing		-			-			-			-		-
Marine Industry		-			-			-			-		-
Research & Development		-			-			-			-		-
Trucking & Transportation Terminals		-			-			-			-		-
Separately Regulated Industrial Uses													
Hazardous Waste Research Facility		-			-			-			-		-
Hazardous Waste Treatment Facility		-			-			-			-		-
Marine Related Uses Within the Coastal Overlay Zone		-			-			-			-		-
Mining and Extractive Industries		-			-			-			-		-
Newspaper Publishing Plants		-			-			-			-		-
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises		-			-			-			-		-
Very Heavy Industrial Uses		-			-			-			-		-
Wrecking & Dismantling of Motor Vehicles		-			-			-			-		-
Signs													

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**											
	1st & 2nd >>	RM-											
	3rd >>	1-			2-			3-			4-		5-
	4th >>	1	2	3	4	5	6	7	8	9	10	11	12
Allowable *Signs*		P			P			P			P		P
Separately Regulated *Signs* Uses													
Community Entry *Signs*		L			L			L			L		L
Neighborhood Identification *Signs*		N			N			N			N		N
Reallocation of *Sign* Area Allowance		-			-			-			-		-
Revolving *Projecting Signs*		-			-			-			-		-
Signs with Automatic Changing Copy		-			-			-			-		-
Theater *Marquees*		-			-			-			-		-

Footnotes for Table 131-04B

1 *Development* of a *mobilehome park* in any RS or RX zone is subject to Section 143.0302.

2 *Development* of a *mobilehome park* in the RM zones is subject to Section 143.0302.

3 This use is permitted only if as an *accessory use*, but shall not be subject to the *accessory use* regulations in Section 131.0125.

4 The 40,000 square feet includes all indoor and outdoor areas that are devoted to the recreational use; it does not include customer parking areas.

5 Non-owner occupants must reside on the *premises* for at least 7 consecutive calendar days.

6 Two *guest rooms* are permitted for visitor accommodations per the specified square footage of lot area required per dwelling unit (maximum permitted *density*), as indicated on Table 131-04G.

7 See Section 131.0423(a).

8 See Section 131.0423(b) and (c).

9 Maintaining, raising, feeding, or keeping of 10 or more domestic animals requires a *premises* of at least 5 acres. Maintaining, raising, feeding, or keeping of swine is not permitted.

10 A Residential High Occupancy Permit is required in accordance with Section 123.0502 for a *single dwelling unit* when the occupancy of the *dwelling unit* would consist of six or more persons eighteen years of age and older residing in the *dwelling unit* for a period of 30 or more consecutive days.

11 A guest quarters or habitable accessory building is permitted in accordance with Section 141.0306 only as an *accessory use* to a *single dwelling unit*.

§131.0423 Additional Use Regulations of Residential Zones

The following uses are permitted in the residential zones indicated in Table 131-04B, subject to the additional use regulations in this Section.

(a) Medical, dental, and health practitioner offices are permitted subject to the following:

(1) No overnight patients are permitted; and

(2) Not more than two practitioners, and not more than three employees of each practitioner, shall work on the *premises*.

(b) Sales and commercial service uses, where identified in the RM zones and outside of the Barrio Logan Community Plan area, are permitted subject to the following:

(1) Identified retail and commercial services uses are permitted only as a mixed-use in *developments* with 25 or more residential dwelling units;

(2) Retail and commercial uses must be located only on the ground *floor*; and

(3) Retail and commercial uses shall not occupy more than a total of 25 percent of the *gross floor area* of the ground *floor*.

(c) Sales and commercial service uses, where identified in the RM zones and located within the Barrio Logan Community Plan area, are permitted subject to the following:

(1) Identified retail and commercial services uses are permitted only as a mixed-use *development*; and

(2) Retail and commercial uses must be located only on the ground *floor*.

§131.0430 Development Regulations of Residential Zones

(a) Within the residential zones, no *structure* or improvement shall be constructed, established, or altered, nor shall any *premises* be used unless the *premises* complies with the regulations and standards in this division and with any applicable development regulations in Chapter 13, Article 2 (Overlay Zones) and Chapter 14 (General and Supplemental Regulations).

(b) A Neighborhood Development Permit or Site Development Permit is required for the types of *development* identified in Table 143-03A.

(c) The regulations in this division apply to all *development* in the residential base zones whether or not a permit or other approval is required except where specifically identified.

§131.0431 Development Regulations Table of Residential Zones

The following development regulations apply in the residential zones as shown in the Table 131-04C, 131-04D, 131-04E, 131-04F and 131-04G.

(a) RE Zones

Table 131-04C
Development Regulations of RE Zones

Development Regulations [See Section 131.0430 for Development Regulations of Residential Zones]	Zone Designator	**Zones**		
	1st & 2nd >>	RE-		
	3rd >>	1-	1-	1-
	4th >>	1	2	3
Max permitted *density* (DU per *lot*)		1	1	1
Min lot area (ac)		10	5	1
Min lot dimensions				
Lot width (ft)		200	200	100
street frontage (ft) [See Section 131.0442(a)]		200	200	100
Lot width (corner) (ft)		200	200	100
Lot depth (ft)		200	200	150
***Setback* requirements**				
Min Front *setback* (ft) [See Section 131.0443(a)(1) and (2)]		25	25	25
Min Side *setback* (ft) [See Section 131.0443(a)(3)]		20	20	20
Min *Street* side *setback* (ft) [See Section 131.0443(a)(3)]		20	20	20
Min Rear *setback* (ft) [See Section 131.0443(a)(4)]		25	25	25
Setback* requirements for resubdivided corner *lots [See Section 131.0443(i)]		applies	applies	applies
Max *structure height* (ft) [See Section 131.0444(a)]		30	30	30
Lot coverage* for sloping *lots [See Sections 131.0448 and 141.0306]		applies	applies	applies
Max *floor area ratio*		0.10	0.20	0.35
Max paving/ *hardscape* [See Section 131.0447]		applies	applies	applies
Accessory uses* and *structures [See Section 131.0448 (a),(b)]		applies	applies	applies
Garage regulations [See Section 131.0449(a)]		applies	applies	applies
Building spacing [See Section 131.0450]		applies	applies	applies
Max third *story* dimensions		--	--	--
Architectural projections* and *encroachments		--	--	--
Supplemental requirements [See Section 131.0464(a)]		applies	applies	applies
Diagonal plan dimension				
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies	applies

(b) RS Zones

Table 131-04D
Development Regulations of RS Zones

Development Regulations [See Section 131.0430 for Development Regulations of Residential Zones]	Zone Designator	**Zones**						
	1st & 2nd >>	RS-						
	3rd >>	1-	1-	1-	1-	1-	1-	1-
	4th >>	1	2	3	4	5	6	7
Max permitted *density* (DU per *lot*)		1	1	1	1	1	1	1
Min lot area (sf)		40,000	20,000	15,000	10,000	8,000	6,000	5,000
Min lot dimensions								
Lot width (ft)		100	80	75	65	60	60	50
Street frontage (ft) [See Section 131.0442(a)]		100	80	75	65	60	60	50
Lot width (corner) (ft)		110	85	80	70	65	65	55
Lot depth (ft)		100	100	100	100	100	95	95
***Setback* requirements**								
Min Front *setback* (ft)		25 (1)	25 (1)	20 (1)	20 (1)	20 (1)	15 (1)	15 (1)
Min Side *setback* (ft) [Multiply number in table by actual lot width to calculate setback]		.08 (2)	.08 (2)	.08 (2)	.08 (2)	.08 (2)	.08 (2)	.08 (2)
Min *Street* side *setback* (ft) [Multiply number in table by actual lot width to calculate setback]		.10 (2)	.10 (2)	.10 (2)	.10 (2)	.10 (2)	.10 (2)	.10 (2)
Min Rear *setback* (ft)		25 (3)	25 (3)	20 (3)	20 (3)	20 (3)	15 (3)	13 (3)
Setback* requirements for resubdivided corner *lots [See Section 131.0443(i)]		applies	applies	applies	applies	applies	applies	applies
Max *structure height* (ft)		24/30 (4)	24/30 (4)	24/30 (4)	24/30 (4)	24/30 (4)	24/30 (4)	24/30 (4)
Lot coverage* for sloping *lots [See Section 131.0445(a)]		applies	applies	applies	applies	applies	applies	applies
Max *floor area ratio*		0.45	varies (5)	varies (5)	varies (5)	varies (5)	varies (5)	varies (5)
Max paving/ *hardscape* [See Section 131.0447]		applies	applies	applies	applies	applies	applies	applies
Accessory uses* and *structures [See Sections 131.0448 and 141.0306]		applies	applies	applies	applies	applies	applies	applies
Garage regulations [See Section 131.0449(a)]		applies	applies	applies	applies	applies	applies	applies
Building spacing [See Section 131.0450]		applies	applies	applies	applies	applies	applies	applies
Max third *story* dimensions [See Section 131.0460]		--	applies	applies	applies	applies	applies	applies
Architectural projections* and *encroachments [See Section 131.0461(a)]		applies	applies	applies	applies	applies	applies	applies
Supplemental requirements [See Section 131.0464(a)]		applies	applies	applies	applies	applies	applies	applies

Bedroom regulation	applies(7)	applies(7)	applies(7)	applies(7)	applies(7)	applies(7)	applies (7)
Refuse and Recyclable Material Storage [See Section 142.0805]	applies	applies	applies	applies	applies	applies	applies

Development Regulations [See Section 131.0430 for Development Regulations of Residential Zones]	Zone Designator	**Zones**						
	1st & 2nd >>	RS-						
	3rd >>	1-	1-	1-	1-	1-	1-	1-
	4th >>	8	9	10	11	12	13	14
Max permitted *density* (DU per *lot*)		1	1	1	1	1	1	1
Min lot area (sf)		40,000	20,000	15,000	10,000	8,000	6,000	5,000
Min lot dimensions								
Lot width (ft)		100	80	75	65	60	60	50
street frontage (ft) [See Section 131.0442(a)]		100	80	75	65	60	60	50
Lot width (corner) (ft)		110	85	80	70	65	65	55
Lot depth (ft)		100	100	100	100	100	95	95
***Setback* requirements**								
Min Front *setback* (ft)		25(1)	25(1)	25(1)	20(1)	15(1)	15(1)	15(1)
Min Side *setback* (ft)		10	8	7	6	5	5	4
Min *Street* side *setback* (ft)		20	15	15	10	10	10	10
Min Rear *setback* (ft)		10(6)	10(6)	10(6)	10(6)	10(6)	10(6)	10(6)
Setback* requirements for resubdivided corner *lots [See Section 131.0443(i)]		applies	applies	applies	applies	applies	applies	applies
Max *structure height* (ft)		35	35	35	35	35	35	35
Lot coverage* for sloping *lots [See Section 131.0445(a)]		-	-	-	-	-	-	-
Max floor area ratio [See Section 131.0446(b)]		0.45	0.60	0.60	0.60	0.60	0.60	0.60
Max paving/ *hardscape* [See Section 131.0447]		applies	applies	applies	applies	applies	applies	applies
Accessory uses* and *structures [See Sections 131.0448 and 141.0306]		applies	applies	applies	applies	applies	applies	applies
Garage regulations [See Section 131.0449(a)]		applies	applies	applies	applies	applies	applies	applies
Building spacing [See Section 131.0450]		applies	applies	applies	applies	applies	applies	applies
Max third *story* dimensions		-	-	-	-	-	-	-
Architectural projections* and *encroachments [See Section 131.0461(a)]		applies	applies	applies	applies	applies	applies	applies
Supplemental requirements [See Section 131.0464(a)]		applies	applies	applies	applies	applies	applies	applies
~~**Diagonal plan dimension**~~								
Bedroom regulation		applies(7)	applies(7)	applies(7)	applies(7)	applies(7)	applies(7)	applies(7)
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies	applies	applies	applies	applies	applies

Footnotes for Table 131-04D

1 For *lots* where at least one-half of the front 50 feet of the *lot* depth has a minimum slope gradient of 25 percent, the *setback* closest to the *street frontage* may be reduced to a minimum 6 feet.

2 The required side *setbacks* may be reallocated where the combined dimension of each side *setback* would meet or exceed the combined total required in Table 131-04D. A side *setback* be reduced to

less than 4 feet, and a street side setback shall not be reduced to less than 10 feet. Once a side *setback* is established, all additions to the primary *structure* thereafter shall maintain the established side *setback*.

3 See Section 131.0443(a)(2).
4 See Section 131.0444(b).
5 See Section 131.0446(a).
6 See Section 131.0443(a)(3).
7 On lots less than 10,000 square feet a single dwelling unit shall be limited to 6 bedrooms maximum

(c) RX Zones

Table 131-04E
Development Regulations of RX Zones

Development Regulations [See Section 131.0430 for Development Regulations of Residential Zones]	Zone designator	**Zones**	
	1st & 2nd >>	RX-	
	3rd >>	1-	1-
	4th >>	1	2
Maximum permitted *density* (DU per *lot*)		1	1
Min lot area (sf) [See Section 131.0441]		4,000	3,000
Min lot dimensions			
Lot width (ft)		35	35[1]
street frontage (ft) [See Section 131.0442(b)]		35	35[1]
Lot width (corner) (ft)		35	35[1]
Lot depth (ft)		50	50
***Setback* requirements**			
Min Front *setback* (ft) [See Section 131.0443(b)(1)]		15	15
Min Side *setback* (ft) [See Section 131.0443(b)(2)] Detached Attached		 3/0 0	 3/0 0
Min *Street* Side *Setback* (ft) [See Section 131.0443(b)(2)]		3	3
Min Rear *setback* (ft) [See Section 131.0443(b)(3)]		10	10
Max *structure height* (ft) [See Section 131.0444(c)]		30	30
Max *floor area ratio* [See Section 131.0446(c)]		0.70	0.80
Accessory uses* and *structures [See Sections 131.0448 and 141.0306]		applies	applies
Garage regulations [See Section 131.0449(a)]		applies	applies
Building spacing [See Section 131.0450]		applies	applies
Architectural projections* and *encroachments [See Section 131.0461(a)]		applies	applies
Requirements for attached units [See Section 131.0462]		applies	applies
Roof design variation [See Section 131.0463]		applies	applies
Supplemental regulations [See Section 131.0464(b)]		applies	applies
~~**Diagonal plan dimension**~~			
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies

Footnote for Table 131-04E

[1] If a *lot* abuts an *alley*, see Section 131.0442(c).

(d) RT Zones

Table 131-04F
Development Regulations of RT Zones

Development Regulations [See Section 131.0430 for Development Regulations of Residential Zones]	Zone Designator	**Zones**				
	1st & 2nd >>	RT-				
	3rd >>	1-	1-	1-	1-	1-
	4th >>	1	2	3	4	5
Maximum permitted *density* (DU per *lot*)		1	1	1	1	1
Min lot area (sf) [See Section 131.0441]		3,500	3,000	2,500	2,200	1,600
Min lot dimensions						
Lot width (ft)		25	25	25	25	18
~~s~~*Street frontage* (ft)		25	25	25	25	18
Lot width (corner) (ft)		25	25	25	25	25
Lot depth (ft)		100	100	90	80	80
***Setback* requirements**						
Min Front *setback* (ft) [See Section 131.0443(c)(1)]		5	5	5	5	5
Max Front *setback* (ft) [See Section 131.0443(c)(1)]		15	15	15	15	10
Side *setback* (ft) [See Section 131.0443(c)(2)]		0	0	0	0	0
Min *Street* side *setback* (ft)		5	5	5	5	5
Min Rear *setback* (ft)		3	3	3	3	3
Max *structure height* [See 131.0444(d)]						
1 and 2 *story* buildings (ft)						
slab *floor*		21	21	21	21	21
raised *floor*		25	25	25	25	25
3 *story* buildings (ft)						
slab *floor*		31	31	31	31	31
raised *floor*		35	35	35	35	35
Max *lot coverage* (%) [See Section 131.0445(b)]		60	65	70	75	75
Max *floor area ratio* [See 131.0446(d)]						
1 and 2 *story* buildings		0.85	0.95	1.00	1.10	1.20
3 *story* buildings		1.20	1.30	1.40	1.50	1.60
Accessory uses* and *structures [See Sections 131.0448 and 141.0306]		applies	applies	applies	applies	applies
Garage regulations [See Section 131.0449(b)]		applies	applies	applies	applies	applies
Min *development* [See Section 131.0451]		applies	applies	applies	applies	applies
***Parkway* requirement** [See Section 131.0452]		applies	applies	applies	applies	applies
Architectural projections* and *encroachments [See Section 131.0461(b)]		applies	applies	applies	applies	applies
Supplemental requirements [See Section 131.0464(c)]		applies	applies	applies	applies	applies
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies	applies	applies	applies

(e) RM Zones

Table 131-04G
Development Regulations of RM Zones

Development Regulations [See Section 131.0430 for Development Regulations of Residential Zones]	Zone Designator	**Zones**					
	1st & 2nd >>	RM-					
	3rd >>	1-	1-	1-	2-	2-	2-
	4th >>	1	2	3	4	5	6
Maximum permitted density[(1),(2)] (sf per DU)		3,000	2,500	2,000	1,750	1,500	1,250
Min lot area (sf)		6,000	6,000	6,000	6,000	6,000	6,000
Min lot dimensions							
Lot width (ft)		50	50	50	50	50	50
Street frontage (ft) [See Section 131.0442(a)]		50	50	50	50	50	50
Lot width (corner) (ft)		55	55	55	55	55	55
Lot depth (ft)		90	90	90	90	90	90
***Setback* requirements**							
Min Front *setback* (ft) Std Front *Setback* (ft)		15[(3)] 20[(3)]	15[(3)] 20[(3)]	15[(3)] 20[(3)]	15[(7)] 20[(7)]	15[(7)] 20[(7)]	15[(7)] 20[(7)]
Min Side *setback* (ft) Std Side *Setback* (ft)		5[(4)] 8[(4)]	5[(4)] 8[(4)]	5[(4)] 8[(4)]	5[(8)] -	5[(8)] -	5[(8)] -
Min *Street* side *setback*(ft)		10[(5)]	10[(5)]	10[(5)]	10[(9)]	10[(9)]	10[(9)]
Min Rear *setback* (ft)		15[(6)]	15[(6)]	15[(6)]	15[(10)]	15[(10)]	15[(10)]
Setback* requirements for resubdivided corner *lots [See Section 131.0443(i)]		applies	applies	applies	applies	applies	applies
Max *structure height* (ft)		30[(17)]	30[(17)]	30[(17)]	40[(18)]	40[(18)]	40[(18)]
Max *lot coverage*		-	-	-	-	-	-
Max *floor area ratio*		0.75	0.90[(19)]	1.05[(19)]	1.20[(19,29)]	1.35[(19)]	1.50[(19)]
Accessory uses* and *structures [See Section 131.0448]		applies	applies	applies	applies	applies	applies
***Lot* consolidation regulations** [See Section 131.0453(a)]		applies	applies	-	-	-	-
Storage requirements [See Section 131.0454]		applies	applies	applies	applies	applies	applies
Private exterior open space		applies[(22)]	applies[(22)]	applies[(22)]	applies[(23)]	applies[(23)]	applies[(23)]
Common open space [See Section 131.0456		applies	applies	applies	applies	applies	applies
Architectural projections		Permitted[(15)]	Permitted[(15)]	Permitted[(15)]	Permitted[(16)]	Permitted[(16)]	Permitted[(16)]

Development Regulations [See Section 131.0430 for Development Regulations of Residential Zones]	Zone Designator	**Zones**					
	1st & 2nd >>	RM-					
	3rd >>	1-	1-	1-	2-	2-	2-
	4th >>	1	2	3	4	5	6
and *encroachments*							
Supplemental requirements		applies[26]	applies[26]	applies[26]	applies[27]	applies[27]	applies[27]
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies	applies	applies	applies	applies

Development Regulations [See Section 131.0430 for Development Regulations of Residential Zones]	Zone Designator	**Zones**					
	1st & 2nd >>	RM					
	3rd >>	3-	3-	3-	4-	4-	5
	4th >>	7	8	9	10	11	12
Maximum permitted density[1],[2] (sf per DU)		1,000	800	600	400	200	1,000[36]
Min lot area (sf)		7,000	7,000	7,000	7,000	7,000	10,000
Min lot dimensions							
Lot width (ft)		70	70	70	100	100	100
Street frontage (ft) [See Section 131.0442(a)]		70	70	70	100	100	100
Lot width (corner) (ft)		75	75	75	100	100	100
Lot depth (ft)		100	100	100	100	100	100
***Setback* requirements**							
Min Front *setback* (ft) Std Front *Setback* (ft)		10[11] 20[11]	10[11] 20[11]	10[11] 20[11]	varies[14]	varies[14]	15[30]
Min Side *setback* (ft) Std Side *Setback* (ft)		5[12] -	5[12] -	5[12] -	varies[14] -	varies[14] -	4[31] -
Min *Street* side *setback* (ft)		10[13]	10[13]	10[13]	varies[14]	varies[14]	10[32]
Min Rear *setback* (ft)		5	5	5	varies[14]	varies[14]	15[33]
Setback* requirements for resubdivided corner *lots [See Section 131.0443(i)]		applies	applies	applies	applies	applies	-
Max *structure height* (ft)		40	50	60	-	-	-
Max *lot coverage*		-	-	-	applies[21]	applies[21]	applies[34]
Max *floor area ratio*		1.80[20]	2.25[20]	2.70[20]	3.60[20]	7.20[20]	1.80[20],[35]

Development Regulations [See Section 131.0430 for Development Regulations of Residential Zones]	Zone Designator	**Zones**					
	1st & 2nd >>	RM					
	3rd >>	3-	3-	3-	4-	4-	5
	4th >>	7	8	9	10	11	12
Accessory uses* and *structures [See Section 131.0448]		applies	applies	applies	applies	applies	applies
***Lot* consolidation regulations**		-	-	-	-	-	-
Storage requirements [See Section 131.0454]		applies	applies	applies	applies	applies	applies
Private exterior open space		applies(24)	applies(24)	applies(24)	applies(25)	applies(25)	applies(25)
Common open space [See Section 131.0456]		applies	applies	applies	applies	applies	applies
Architectural Projections and *encroachments*		Permitted(16)	Permitted(16)	Permitted(16)	Permitted(16)	Permitted(16)	Permitted(16)
Supplemental requirements		applies(28)	applies(28)	applies(28)	-	-	-
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies	applies	applies	applies	applies

Footnotes for Table 131-04G

1 One dwelling unit per specified square foot of lot area as determined in accordance with Section 113.0222.

2 An exception to the maximum permitted *density* may be permitted in accordance with Chapter 14, Article 3, Division 7 (Affordable Housing Density Bonus).

3 See Section 131.0443(d)(1).

4 See Section 131.0443(d)(2).

5 See Section 131.0443(d)(3).

6 See Section 131.0443(d)(4).

7 See Section 131.0443(e)(1).

8 See Section 131.0443(e)(2).

9 See Section 131.0443(e)(3).

10 See Section 131.0443(e)(4).

11 See Section 131.0443(f)(1).

12 See Section 131.0443(f)(2).

13 See Section 131.0443(f)(3).

14 See Section 131.0443(g).

15 See Section 131.0461(a).

16 See Section 131.0461(c).

17 See Section 131.0444(e)

18 See Section 131.0444(f).

19 See Section 131.0446(e).

20 See Section 131.0446(f).

21 See Section 131.0445(c).

22 See Section 131.0455(a).

23 See Section 131.0455(b).

24 See Section 131.0455(c).

25 See Section 131.0455(d).
26 See Section 131.0464(d).
27 See Section 131.0464(e).
28 See Section 131.0464(f).
29 With the Peninsula and Ocean Beach community plan areas, the maximum *floor area ratio* is 0.70.
30 See Section 131.0443(h)(1).
31 See Section 131.0443(h)(2).
32 See Section 131.0443(h)(3).
33 See Section 131.0443(h)(4).
34 See Section 131.0445(d).
35 See Section 131.0446(g).
36 Within the La Jolla, Pacific Beach, and Torrey Pines community plan areas, the maximum permitted *density* is one dwelling unit or two *guest rooms* for each 1,500 square feet of lot area.

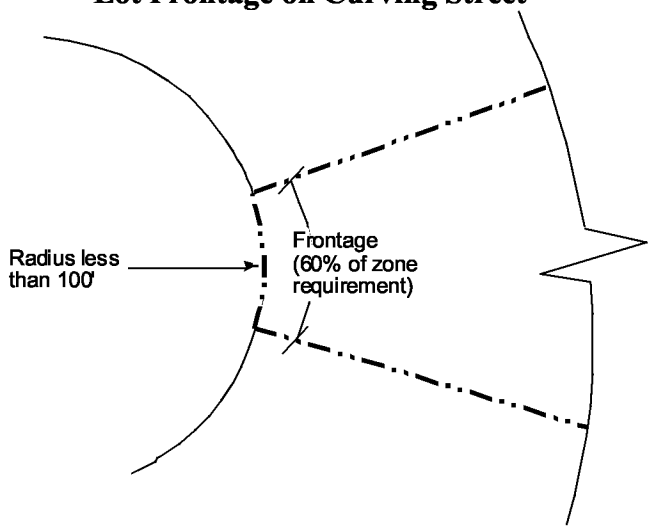
§131.0441 Minimum Lot Area in Residential Zones

In the RX and RT zones, *lots* served by *alley* access may use a portion of the *alley* to meet the minimum lot area requirement. Up to one-half the width of the abutting *alley*, not to exceed 10 feet, may be applied toward the total lot area provided the *alley* area does not exceed 10 percent of the minimum lot area requirement.

§131.0442 Minimum Lot Dimensions in Residential Zones

(a) Exception to Minimum *Street Frontage* in the RE, RS, and RM Zones
The minimum *street frontage* for any *lot* in the RE, RS, and RM zones that fronts principally on a turnaround or curving *street* with a centerline radius of less than 100 feet, is 60 percent of the *street frontage* specified for the zone in which the *lot* is located as shown in Diagram 131-04A.

Diagram 131-04A
Lot Frontage on Curving Street



(b) Exception to Minimum *Street Frontage* in the RX Zones
The minimum *street frontage* is 28.5 feet for any *lot* in the RX zones that fronts principally on a turnaround or curving *street* with a centerline radius of less than 100 feet.

(c) Minimum Lot Dimensions in the RX-1-2 Zone
Where a *lot* in the RX-1-2 zone abuts an *alley* and access is taken from the *alley*, the indicated minimum lot dimensions are as follows:

Lot Width	25 feet
Street Frontage	25 feet
Lot Width (corner)	25 feet

§131.0443 Setback Requirements in Residential Zones

(a) *Setbacks* in RE and RS Zones

(1) Front *Setbacks* in RE and RS Zones
For that portion of a *lot* that fronts a cul-de-sac, the minimum front *setback* may be reduced 5 feet below the requirement specified in Tables 131-04C and 131-04D; however, in no case shall the *setback* be less than 5 feet.

(2) Rear *Setback* in all RE Zones and the RS-1-1, RS-1-2, RS-1-3, RS-1-4, RS-1-5, RS-1-6, RS-1-7 Zones

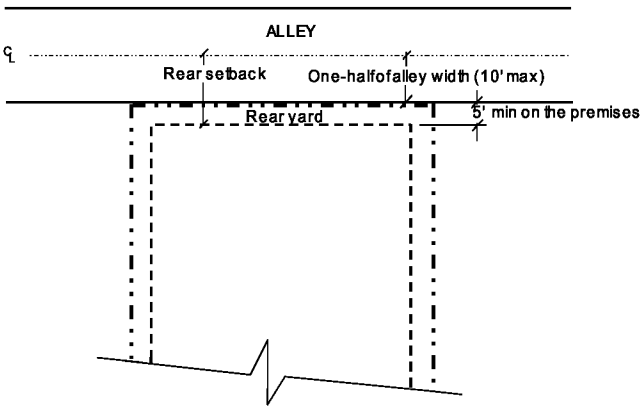
(A) The required rear *setback* is at least the dimension shown in Table 131-04D, except as follows:

(i) For *lots* less than 100 feet in depth, the rear *setback* is at least 10 percent of the lot depth, but not less than 5 feet; and

(ii) For *lots* greater than 150 feet in depth, the rear *setback* is at least 10 percent of the lot depth or the dimension shown in Tables 131-04C and 131-04D, whichever is greater.

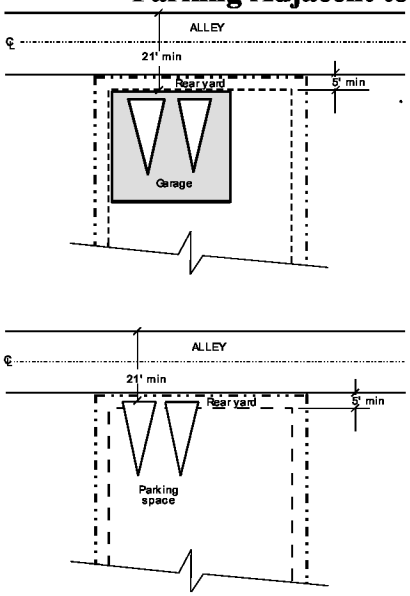
(B) Where a rear *yard* abuts an *alley*, one-half of the *alley* width, but not more than 10 feet, may be counted toward the required rear *setback*. In no case shall a rear *setback* using this provision be less than 5 feet on the *premises*. See Diagram 131-04B.

Diagram 131-04B
Rear Yard Abutting Alley



(C) Where access for parking is taken from the *alley* and the parking spaces are not parallel to the *alley*, a minimum distance of 21 feet shall be provided between the edge of the *alley public right-of-way* opposite the *lot* and the outside edge of the parking garage or parking stall closest to the *alley*. See Diagram 131-04C.

Diagram 131-04C
Parking Adjacent to Alley



(3) Rear *Setback* in the RS-1-8, RS-1-9, RS-1-10, RS-1-11, RS-1-12, RS-1-13, and RS-1-14 Zones
For *lots* that are served by *alley* access, the rear *setback* may be reduced to 4 feet.

(b) *Setbacks* in RX Zones

(1) Front *Setback* in RX Zones
RX zone *developments* exceeding a total of four dwelling units are required to provide variable front *setbacks* as follows:

(A) Front *setbacks* of 15 feet are required for at least 25 percent of the total dwelling units, 10-foot front *setbacks* are required for at least 25 percent of the total dwelling units, and 20-foot front *setbacks* are required for at least 25 percent of the total dwelling units;

(B) No more than 40 percent of the total number of dwelling units are permitted to have front *setbacks* in any one category (i.e. 10 feet, 15 feet, or 20 feet) described in 131.0443(b)(1)(A); and

(C) Variable front *setbacks* described in this section shall be established by easement at the time of *tentative map* approval. The easements shall be established at the time of zone application if *lots* are existing and no map is proposed. If a Planned Development Permit is processed, the variable *setbacks* may be established with the permit in lieu of creating easements.

(2) Side and *Street* Side *Setbacks* in RX Zones

(A) For detached dwellings, the following shall apply:

(i) Minimum side and *street* side *setbacks* are at least 3 feet or 10 percent of the lot width, whichever is greater, but is not required to be more than 5 feet;

(ii) No side *setback* is required for one side only provided the side with no *setback* is adjacent to other property within an RX zone; and

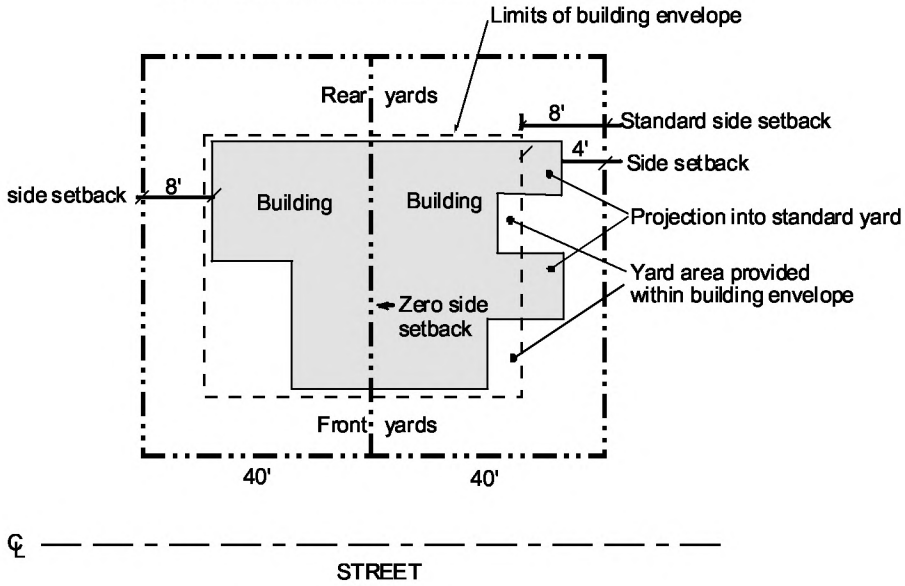
(iii) A separation of at least 10 feet between buildings must be observed on at least one side of each building.

(B) For attached dwellings, the following shall apply:

(i) No side *setback* shall be observed on one side, excluding street side yard;

(ii) The opposite side *setback* is 6 feet or 20 percent of the lot width, whichever is greater, but is not required to be more than 10 feet. This side *setback* may be 4 feet if a vertical offset in the structure's side wall is provided so that a *yard* area within the *building envelope* is provided that is equal to or exceeds the area projecting into the required *yard*. See Diagram 131-04D.

Diagram 131-04D
Side Yard Offset in the RX Zones



(iii) Each separate dwelling unit shall have its own side *yard* wall construction that may abut another *dwelling unit* at the common property line. Common wall construction between two *dwelling units* is not permitted.

(3) Rear *Setback* in RX Zones
Rear *setbacks* shall be at least 10 feet or, if *alley* access exists, at least 4 feet.

(c) *Setbacks* in RT Zones

(1) Front *Setback* in RT Zones

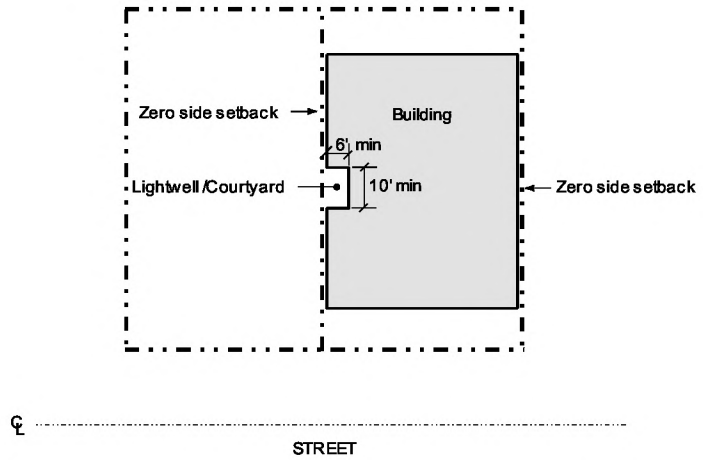
(A) The minimum front *setback* is 10 percent of the depth of the *lot*, and in no case shall be less than 5 feet or more than 15 feet. At least some portion of the *building facade* shall be located within 1 foot of the *setback line*.

(B) 50 percent of the front *building facade* may encroach into the required front *yard* in accordance with Section 131.0461(b) provided that all supplemental requirements are met as set forth in Section 131.0464(c).

(2) Side *Setbacks* in RT Zones

(A) Side *yards* are not permitted except for lightwells and *court yards*, as shown in Diagram 131-04E, which shall be a minimum of 6 feet by 10 feet.

Diagram 131-04E
Lightwells and Courtyards in the RT Zones



(B) Each separate dwelling unit shall have its own side yard wall construction that may abut another *dwelling unit* at the common property line. Common wall construction between two *dwelling units* is not permitted.

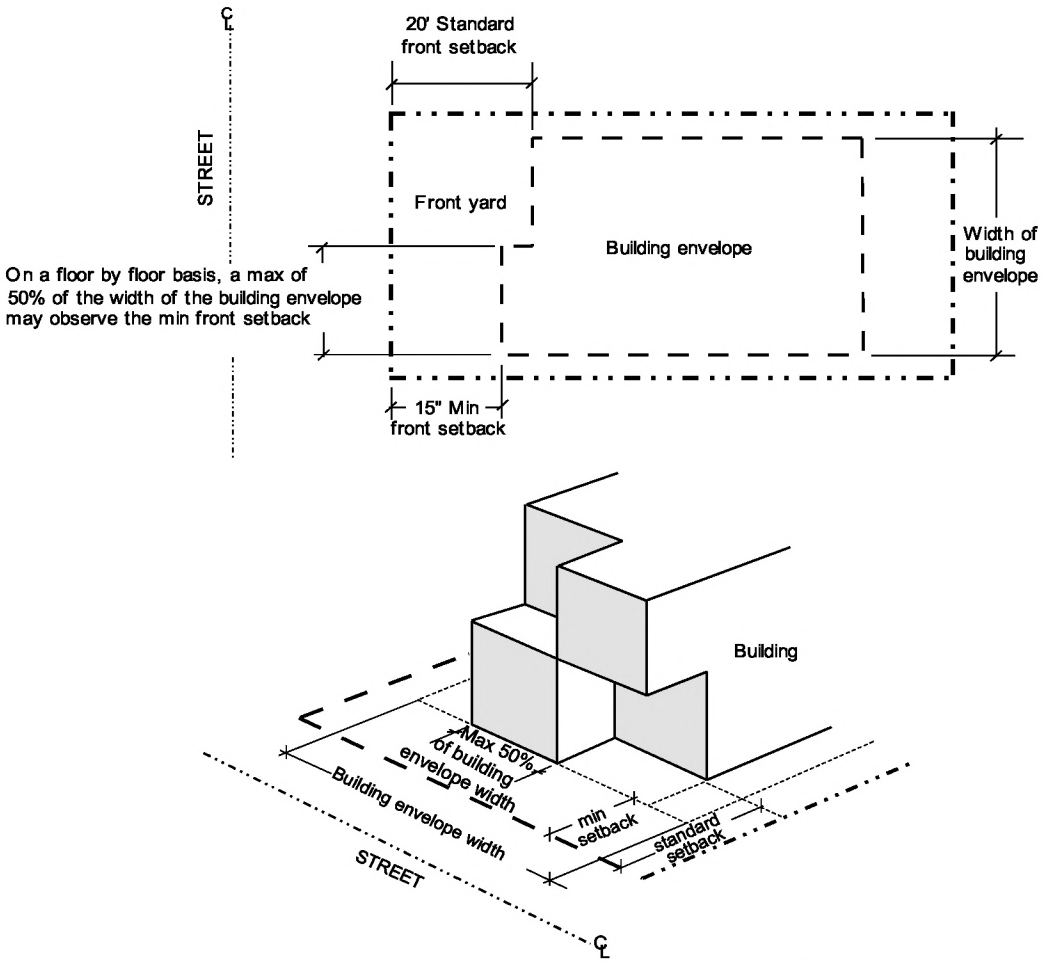
(C) A minimum side *setback* of 3 feet is required adjacent to any *lot* that is not within an RT zone.

(d) *Setbacks* in RM-1-1, RM-1-2, RM-1-3 Zones

(1) Front *Setback* in RM-1-1, RM-1-2, RM-1-3 Zones

(A) Up to 50 percent of the width of the *building envelope* may observe the minimum 15-foot front *setback*, provided the remaining percentage of the *building envelope* width observes the standard 20-foot *setback*. This may occur on a *floor*-by-*floor* basis. See Diagram 131-04F.

Diagram 131-04F
Standard/Minimum Front Setback



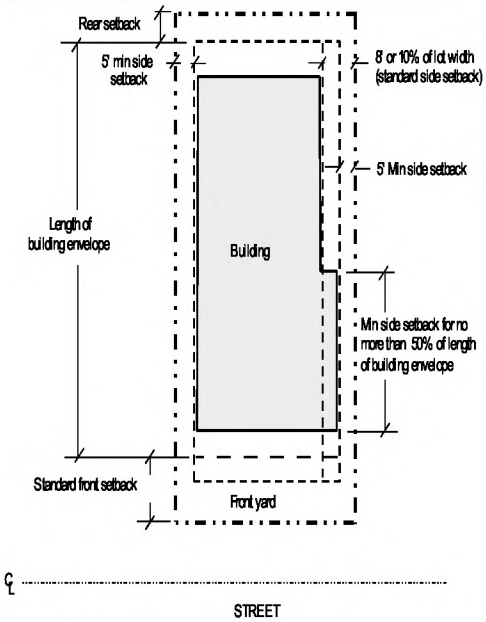
(B) For any portion of a *lot* that fronts on a curving *street* with a centerline radius of less than 100 feet, the standard *setback* is 10 feet, and the minimum *setback* is 5 feet.

(2) Side *Setbacks* in RM-1-1, RM-1-2, RM-1-3 Zones

(A) Up to 50 percent of the length of the *building envelope* on one side of the *premises* may observe the minimum 5-foot side *setback*, provided the remaining percentage of the *building envelope* length observes at least the standard side *setback* of 8 feet or 10 percent of the lot width, whichever is greater.

One hundred percent of the length of the *building envelope* on the opposite side may observe the minimum side *setback* of 5 feet. See Diagram 131-04G.

Diagram 131-04G
Standard/Minimum Side Setback



(B) Exception: The minimum and standard side *setbacks* are at least 4 feet for a *premises* that is less than 50 feet but more than 25 feet wide. The minimum and standard side *setbacks* are at least 3 feet for a *premises* that is 25 feet wide or less.

(C) Where there is an existing *development* on the *premises* with the side *setback* less than the current requirement and the building is to be maintained, new *development* may observe the existing side *setback* for 50 percent of the length of the *building envelope* on a *floor*-by-*floor* basis.

(3) *Street* Side *Setback* in RM-1-1, RM-1-2, RM-1-3 Zones
The minimum *street* side *setback* is at least 10 feet or 10 percent of the *premises* width, whichever is greater.

(4) Rear *Setback* in RM-1-1, RM-1-2, RM-1-3 Zones
Where a rear *yard* abuts an *alley*, one-half of the *alley* width, but not more than 10 feet, may be counted toward the required rear *yard*. In no case shall a rear *setback* using this provision be less than 5 feet.

(e) *Setbacks* in RM-2-4, RM-2-5, RM-2-6 Zones

(1) Front *Setback* in RM-2-4, RM-2-5, RM-2-6 Zones

(A) Up to 50 percent of the width of the *building envelope* may observe the minimum 15-foot front *setback*, provided the remaining percentage of the *building envelope* width observes the standard 20-foot *setback*. This may occur on a *floor*-by-*floor* basis.

(B) For any portion of a *lot* that fronts on a curving *street* with a centerline radius of less than 100 feet, the standard front *setback* is 10 feet and the minimum *setback* is 5 feet.

(2) Side *Setbacks* in RM-2-4, RM-2-5, RM-2-6 Zones

(A) The minimum side *setback* is 5 feet or 10 percent of the *premises* width, whichever is greater.

(B) Exception: The minimum side *setback* is 4 feet for a *premises* that is 40 to 50 feet in width.

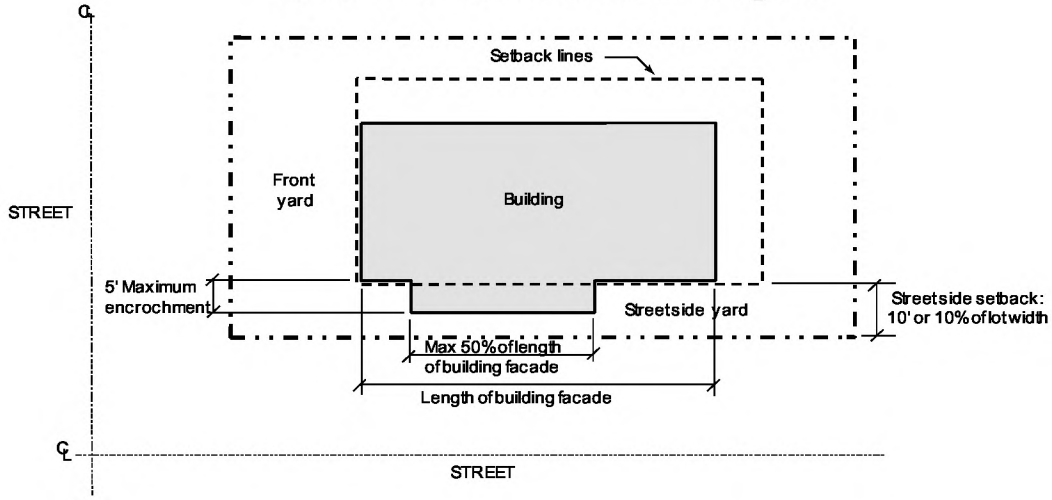
(C) For *lots* with less than 40 feet in width, each side *setback* may be reduced to 10 percent of the *lot* width but shall not be reduced to less than 3 feet.

(3) *Street* Side *Setback* in RM-2-4, RM-2-5, RM-2-6 Zones

(A) The minimum *street* side *setback* is 10 feet or 10 percent of the *premises* width, whichever is greater.

(B) Street Side Yard *Encroachment* Option. Up to 50 percent of the *building facade* may encroach up to 5 feet into the required street side yard. The *encroachment* may occur on a floor-by-*floor* basis. See Diagram 131-04H.

Diagram 131-04H
Street Side Yard Encroachment Option



(4) Rear *Setback* in RM-2-4, RM-2-5, RM-2-6 Zones
Where a rear *yard* abuts an *alley*, one-half of the *alley* width, but not more than 10 feet, may be counted toward the required rear *yard*. In no case shall a rear *setback* using this provision be less than 5 feet.

(f) *Setbacks* in RM-3-7, RM-3-8, RM-3-9 Zones

(1) Front *Setback* in RM-3-7, RM-3-8, RM-3-9 Zones

(A) Up to 50 percent of the width of the *building envelope* may observe the minimum 10-foot front *setback*, provided the remaining percentage of the *building envelope* width observes the standard 20-foot *setback*. This may occur on a *floor*-by-*floor* basis.

(B) For any portion of a *lot* that fronts on a curving *street* with a centerline radius of less than 100 feet, the standard front *setback* is 10 feet and the minimum *setback* is 5 feet.

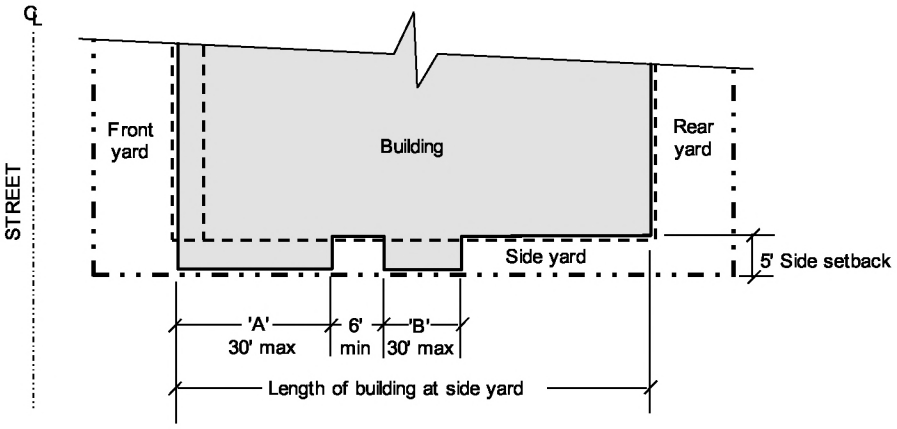
(2) Side *Setbacks* in RM-3-7, RM-3-8, RM-3-9 Zones

(A) The minimum side *setback* is 5 feet or 10 percent of the *premises* width, whichever is greater.

(B) Up to 50 percent of the length of the building adjacent to the side *yard* may abut the side *property line*, provided that no encroaching element shall exceed 30 feet in length, that encroaching elements are separated by at least 6 feet, and that

each dwelling unit has access to either the front or rear of the *lot*. See Diagram 131-04I.

Diagram 131-04I
Zero Side Setback Option



NOTE: The total length of 'A' plus 'B' shall not exceed 50% of the length of the building at side yard.

(3) *Street* Side *Setback* in RM-3-7, RM-3-8, RM-3-9 Zones

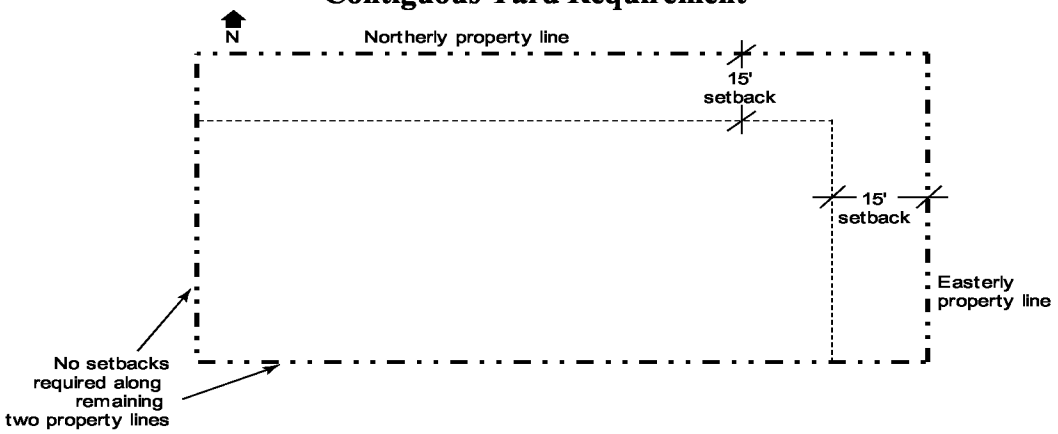
(A) The minimum *street* side *setback* is 10 feet or 10 percent of the *premises* width, whichever is greater.

(B) Up to 50 percent of the *building facade* may encroach up to 5 feet into the required street side yard.

(g) *Setbacks* in RM-4-10, RM-4-11 Zones

(1) Two contiguous *yards* must observe *setbacks* of at least 15 feet on the northerly and easterly elevations, as shown in Diagram 131-04J.

Diagram 131-04J
Contiguous Yard Requirement



(2) The side *yard* and rear *yard* shall equal the requirements of the adjacent residential zone if that zone is more restrictive.

(h) *Setback* Requirements in the RM-5-12 Zone

(1) Front *Setback* in the RM-5-12 Zone
The minimum front *setback* is 10 feet for any portion of a *lot* that fronts on a turnaround or on a curving *street* with a centerline radius of less than 100 feet.

(2) Side *Setback* in the RM-5-12 Zone
The minimum side *setback* specified in Table 131-04G shall be increased 3 feet for each 12 feet of *structure height* over 24 feet.

(3) *Street* Side *Setback* in the RM-5-12 Zone
The minimum *street* side *setback* is as indicated in Table 131-04G, except as follows:

(A) 9 feet for any *lot* that is at least 45 but less than 50 feet wide;

(B) 8 feet for any *lot* that is at least 40 but less than 45 feet wide;

(C) 7 feet for any *lot* that is at least 35 but less than 40 feet wide;

(D) 6 feet for any *lot* that is at least 30 but less than 35 feet wide; and

(E) 5 feet for any *lot* that is less than 30 feet wide.

(4) Rear *Setback* in the RM-5-12 Zone
The rear *setback* specified in Table 131-04G shall be increased 3 feet for each 12 feet of *structure height* over 24 feet.

§131.0444 Angled Building Envelope Plane / Maximum Structure Height in Residential Zones

(a) Maximum *structure height* shall not exceed the height of the angled *building envelope* plane, which connects the maximum *structure height* adjacent to the setback and the overall maximum *structure height* as determined by the underlying base zone and the requirements below. Encroachments beyond the *building envelope* are subject to the requirements in Section 131.0461.

(b) The angle of the *building envelope* plane is based on lot width as established in Table 131-04H.

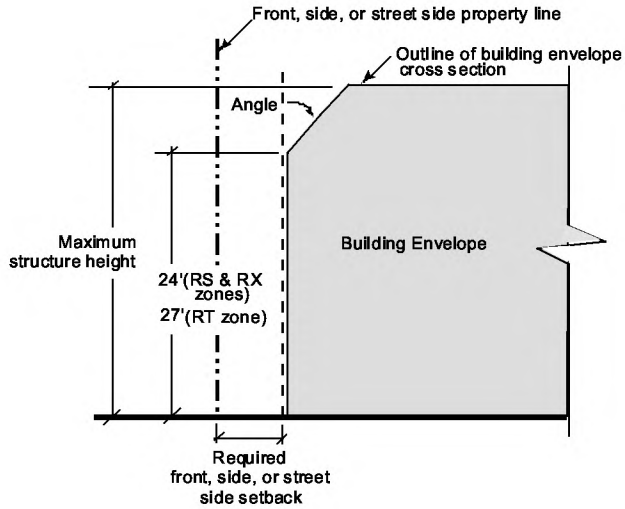
Table 131-04H
Required Angle Building Envelope Plane

Lot Width:	Angle of Plane [1]
Less than 75 feet	45 degrees
75 feet to 150 feet	30 degrees
Greater than 150 feet	Not Applicable

Footnote for Table 131-04H
[1] The angled planes are measured from the vertical axis inward.

(c) The maximum *structure height* requirements for the RS-1-1, RS-1-2, RS-1-3, RS-1-4, RS-1-5, RS-1-6, RS-1-7, and RX zones are stated in Tables 131-04D and 131-04E. The angled *building envelope* plane shall be required adjacent to required side *yards*. Angled *building envelope* planes are also required adjacent to front and street side *yards* in cases where the maximum *structure height* exceeds 27 feet. The angled *building envelope* plane shall be measured in accordance with Diagram 131-04L.

Diagram 131-04L
Angled Building Envelope Planes in RS, RX, and RT Zones

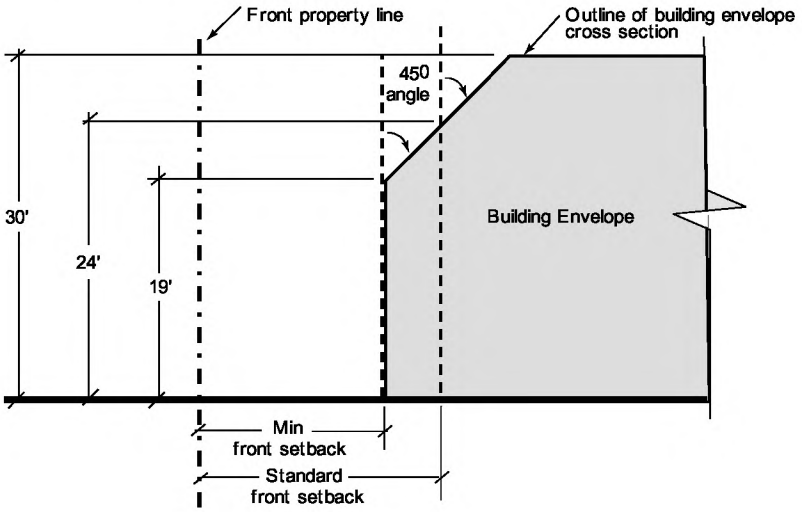


(d) The maximum *structure height* requirements for RT zones are stated in Table 131-04F. For buildings with a slab foundation, the maximum permitted *structure height* is 21 feet for one- and two-story *structures* or 31 feet for three-story *structures*. For buildings with a conventional raised floor, the maximum permitted *structure height* is 25 feet for one- and two-story structures or 35 feet for three-story *structures*. For buildings with sloped roofs with at least a 3:12 pitch (3 vertical feet to 12 horizontal feet), the maximum permitted *structure height* is increased by 5 feet. In all cases, unless otherwise excepted, the height of the *building envelope* above 27 feet adjacent to the front *setback line* is established by a 30-degree angled *building envelope* plane slanting inward to the maximum permitted *structure height*. The angled *building envelope* planes shall be measured in accordance with Diagram 131-04L.

(e) The maximum *structure height* requirements for the RM-1-1, RM-1-2, and RM-1-3 zones are stated in Table 131-04G. The angled *building envelope* plane requirements apply as follows:

(1) At the front *setback line*, the height of the *building envelope* above 19 feet at the minimum *setback* and 24 feet at the standard setback, is established by a 45-degree angled *building envelope* plan sloping inward to the maximum permitted 30-foot *structure height* limit, as shown in Diagram 131-04M.

Diagram 131-04M
Angled Building Envelope at Front Setback



(2) At the side *setback line*, the height of the *building envelope* above 24 feet in height is established by a 45-degree *building envelope* plane sloping inward to the maximum permitted 30-foot *structure height*.

(f) The maximum *structure height* requirements for the RM-2-4, RM-2-5, and RM-2-6 zones are stated in Table 131-04G. At the side *setback lines*, the maximum height of the *building envelope* above 30 feet in height is established by a 60-degree angled *building envelope* plane sloping inward from the side *setback lines* to the maximum permitted 40-foot *structure height*.

§131.0445 Lot Coverage in Residential Zones

(a) In all RE zones and the RS-1-1, RS-1-2, RS-1-3, RS-1-4, RS-1-4, RS-1-5, RS-1-6, and RS-1-7 zones, the maximum permitted *lot coverage* is 50 percent on any *premises* where more than 50 percent of the *premises* contains *steep hillsides*.

(b) In the RT zones, garages of 525 square feet of *floor* area or less are not included in the calculation of *lot coverage*. Bay windows and turrets, when built at ground level, count as coverage. Roofed entryways (porches) and balconies with at least two elevations that are a minimum of 40 percent open do not count as coverage.

(c) In the RM-4-10 and RM-4-11 zones, maximum *lot coverage* is 50 percent for interior *lots* and 60 percent for corner *lots*.

(d) In the RM-5-12 zone, maximum *lot coverage* is 50 percent for interior *lots* and 60 percent for corner *lots*, except that maximum *lot coverage* for any *premises* that has a building exceeding 4 *stories* or 48 feet in *height* shall be reduced in accordance with Table 131-04I.

Table 131-04I
Lot Coverage in RM-5-12 Zone

Stories* or *Structure Height	**Maximum *Lot Coverage***
1-4 *stories* or 48 feet	50/60%
5 *stories* or 60 feet	37%
6 *stories* or 72 feet	32%
7 *stories* or 84 feet	28%
8 *stories* or 96 feet	25%
9 *stories* or 108 feet	23%
More than 10 *stories* or 120 feet	21%

§131.0446 Maximum Floor Area Ratio in Residential Zones

(a) *Floor Area Ratio* for the RS-1-2, RS-1-3, RS-1-4, RS-1-5, RS-1-6, RS-1-7 Zones

(1) The maximum permitted *floor area ratio* is based on the lot area in accordance with Table 131-04J:

Table 131-04J
Maximum *Floor Area Ratio* in RS-1-2, RS-1-3, RS-1-4, RS-1-5, RS-1-6, RS-1-7 Zones

Lot Area (square feet)	***Floor Area Ratio***
3,000 and less	0.70
3,001 - 4,000	0.65
4.001 - 5,000	0.60
5,001 - 6,000	0.59
6,001 - 7,000	0.58
7,001 - 8,000	0.57
8,001 - 9,000	0.56
9,001 - 10,000	0.55
10,001 - 11,000	0.54
11,001 - 12,000	0.53
12,001 - 13,000	0.52
13,001 - 14,000	0.51
14,001 - 15,000	0.50
15,001 - 16,000	0.49
16,001 - 17,000	0.48

Lot Area (square feet)	***Floor Area Ratio***
17,001 - 18,000	0.47
18,001 - 19,000	0.46
19,001 and greater	0.45

(2) For *lots* that exceed the minimum *lot* area required by the applicable zone and where more than 50 percent of the *lot* area contains *steep hillsides*, the maximum permitted *floor area ratio* shall be based on the following:

(A) The area of the site not containing *steep hillsides* or the minimum *lot* area required by the applicable zone, whichever is greater; plus

(B) 25 percent of the remaining *lot* area not included in (A), above.

(b) In the RS-1-8, RS-1-9, RS-1-10, RS-1-11, RS-1-12, RS-1-13, and RS-1-14 zones, up to 400 square feet of garage area shall be excluded from the calculation of *gross floor area*.

(c) In the RX zone, the calculation of *floor area ratio* shall be based on the minimum *lot* area of the zone, or the area of the *lot* with a gradient less than 10 percent, whichever is greater.

(d) In the RT zones, up to 525 square feet of garage area may be excluded from the calculation of *gross floor area*.

(e) In the RM-1-2, RM-1-3, RM-2-4, RM-2-5, and RM-2-6 zones, a minimum of one-fourth of the permitted *floor area ratio* shall be reserved for required parking. If underground parking is provided, an area equal to the *gross floor area* of the underground parking may be added to the maximum *gross floor area* permitted for nonparking uses. The maximum *floor area ratio* for all *structures* on the *premises*, excluding underground parking structures, shall not exceed the maximum permitted *floor area ratio* for the zone as identified in Table 131-04G.

(f) In the RM-3-7, RM-3-8, RM-3-9, RM-4-10, RM-4-11, and RM-5-12 zones, a minimum of one-third of the permitted *floor area ratio* shall be reserved for required parking. If underground parking is provided, an area equal to the *gross floor area* of the underground parking may be added to the maximum *gross floor area* permitted for nonparking uses. The maximum *floor area ratio* for all *structures* on the *premises*, excluding underground parking structures, shall not exceed the maximum permitted *floor area ratio* for the zone as identified in Table 131-04G.

(g) In the RM-5-12 zone, the maximum permitted *floor area ratio* for buildings exceeding 4 *stories* or 48 feet of *structure height* shall be increased in accordance with Table 131-04K.

Table 131-04K
Floor Area Ratio in the RM-5-12 Zone

Stories* or *Structure Height	**Maximum *Floor Area Ratio***
1-4 *stories* or 48 feet	1.80
5 *stories* or 60 feet	1.85
6 *stories* or 72 feet	1.90
7 *stories* or 84 feet	1.95
8 *stories* or 96 feet	2.00
9 *stories* or 108 feet	2.05
More than 10 *stories* or 120 feet	2.10

§131.0447 Maximum Paving and Hardscape in Residential Zones

Paving and *hardscape* on *single dwelling unit* lots located in the RS zones shall be minimized as follows:

(a) The required front *yard* shall be limited to a maximum of 60 percent paving and *hardscape*.

(b) Within the required *street yard* paving and *hardscape* shall be limited to:

(1) A driveway with direct vehicular access to required *off-street parking spaces* located outside of the required *setback* in accordance with section 142.0521,

(2) A walkway to facilitate pedestrian access to the *dwelling unit*, and

(3) Any decorative paving or *hardscape* that is not designed for vehicular access.

(c) In order to maintain the character of the RS zone, paving and *hardscape* for vehicular use on *lots* less than 10,000 square feet, shall be further limited to off-street, surface parking for a maximum of 4 vehicles. Additional paving and *hardscape* shall be permitted for non-vehicular use or where necessary to provide vehicular access to garage parking.

§131.0448 Accessory Buildings in Residential Zones

This section is intended to clarify the regulations applicable to non-habitable *accessory buildings* in residential zones.

(a) Multiple *accessory buildings* are permitted on a *premises*. However the square footage of all non-habitable *accessory buildings* excluding garages cannot exceed 25 percent of the allowable *gross floor area* of the *premises*.

(b) Non-habitable *accessory buildings* or garages may not be used for living or sleeping purposes. A non-habitable *accessory building* or garage may have electrical, gas, water, and sewer connections to provide the following activities:

(1) Lighting, washing machines, dryers, laundry tubs, and hot water heater;

(2) A one-half bathroom, limited to a water closet and a lavatory sink; and

(3) A shower, provided the property owner signs an agreement recorded with the County Recorder and processed through the City Manager stating that the building will not be used for living or sleeping purposes.

(c) *Non-habitable accessory buildings* or detached garages may encroach into required *yards* subject to the requirements in Section 131.0461.

(d) Habitable *accessory buildings* may be permitted as follows:

(1) As an *accessory building* to a *single dwelling unit* in accordance with Sections 141.0302 or 141.0306, or

(2) As an *accessory building* to a *multiple dwelling unit development* to provide common area facilities for the property owner, tenants, and their guests in accordance with the underlying base zone.

§131.0449 Garage Regulations in Residential Zones

(a) Garages within an existing embankment in the RE, RS, and RX Zones Attached or detached garages, not exceeding 12 feet in height, including parapets and handrails, may encroach into the front and street side yards, as shown in Diagram 131-04N, subject to the following conditions:

(1) The building is used only for required parking and incidental storage related to residential use;

(2) The building is located entirely within a pre-existing embankment at least 6 feet high, which shall be maintained. The embankment must have an average height of at least 6 feet within the area where the building is proposed.

(3) The *building facade* is set back a minimum of 6 feet from the *property line*;

(4) The building elevation facing the *street* is no more than 24 feet wide;

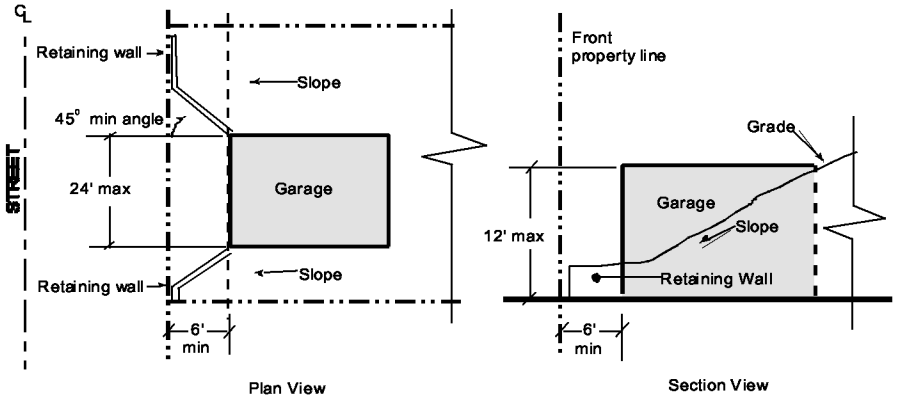
(5) No garage door opens so that it projects into the *public right-of-way* at any time;

(6) In the RE and RS zones the building does not exceed 525 square feet in *gross floor area*;

(7) In the RX zone the building does not exceed 400 square feet in *gross floor area*; and

(8) If the building is constructed in conjunction with a *retaining wall* that will be located within the required front *yard*, the *retaining wall* must be flared outward from the corners of the building at a minimum 45-degree angle to provide a *visibility area*.

Diagram 131-04N
Garage Within Existing Embankment



(b) Garages in RT Zones

(1) An enclosed and detached one~~two~~-car garage is required except as otherwise provided in this section. The second required off-street parking space may be unenclosed provided the space is located consistent with the garage location requirements in Section 131.0449(b)(5).

(2) Notwithstanding Chapter 13, Article 2, Division 9 (Residential Tandem Parking Overlay Zone) a two car garage may provide parking in tandem spaces.

(~~2~~3) Access to required parking shall be from an *alley* abutting the p*remises*. In lieu of public *alleys* in new *subdivisions*, private easements may be used to provide access for abutting residents and authorized service vehicles only.

(~~3~~4) The garage shall provide at least ~~two~~one 9-foot by 20-foot parking spaces perpendicular to, and directly accessible from, the abutting *alley*.

(~~4~~5) The garage shall be located within the rear 30 feet of the *lot*, except to the extent that it is necessary to accommodate a 21-foot distance between the edge of the garage and the edge of the *alley* opposite the *lot*.

(~~5~~6) The detached garage may not exceed 12 feet in height.

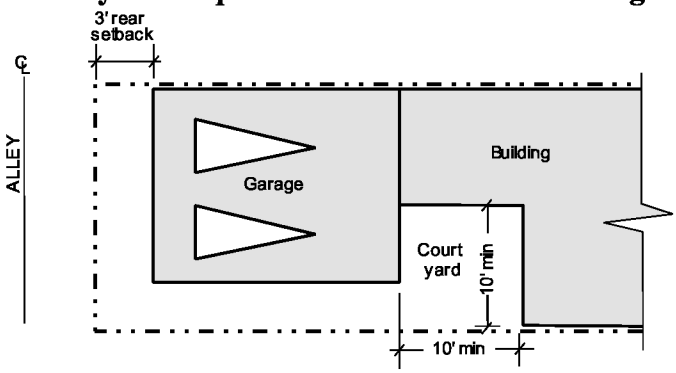
(~~6~~7) The garage may have a *roof deck* with open or solid safety fencing not to exceed 42 inches in height.

(~~7~~8) The garage shall abut one interior *property line*.

(~~8~~9) The garage may be attached to the dwelling unit, subject to the following conditions:

(A) A court yard with minimum dimensions of 10 feet by 10 feet must be provided within the rear 50 percent of the *lot*, as shown in Diagram 131-04O, or within the dwelling unit. The court yard shall extend the full height of the *structure* and must be at least 75 percent open to sunlight;

Diagram 131-04O
Courtyard Requirement with Attached Garage



(B) The vehicle entry facade of the garage may not be more than 24 feet from the rear *property line*; and

(C) The garage is subject to the same height limits as the dwelling unit.

(9) Habitable space may be located above an attached garage.

§131.0450 Building Spacing in Residential Zones
Detached dwellings shall maintain a minimum distance of 6 feet between dwellings and 3 feet between any dwelling and any detached, nonhabitable accessory building located on the same *premises*.

~~**§131.0451 Minimum Development in the RT Zones**~~

~~Townhouse *development* is permitted only if there is concurrent *development* of at least 300 feet of *street frontage* or a contiguous 50 percent of the *lots* in a block, whichever provides the greatest *street frontage*.~~

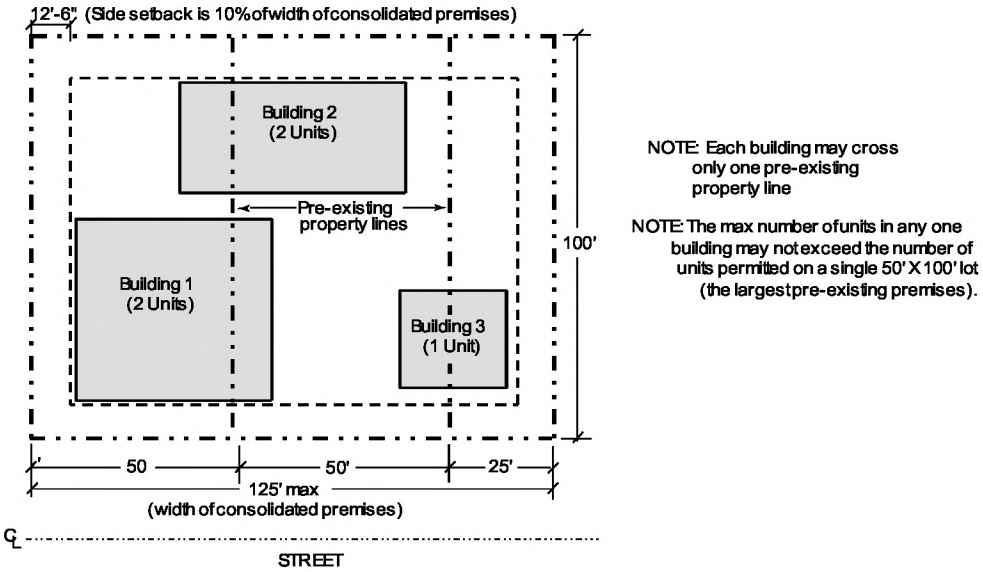
§131.0452 Parkway Requirement in the RT Zones
Subdivisions within the RT zones shall include a landscaped *parkway* between the *street* and the parallel public sidewalk that is at least 4 feet, 6 inches wide.

§131.0453 Lot Consolidation Regulations in the RM-1-1 and RM-1-2 Zones
In the RM-1-1 and RM-1-2 zones within urbanized communities, *lot* consolidation is subject to the following:

(a) Any building on a consolidated *premises* may cross only one previous *property line*, as shown in Diagram 131-04P;

(b) If the consolidation results in a total *street frontage* exceeding 60 feet, the number of dwelling units permitted within any single building shall not exceed the number of units that would have been permitted on the largest *premises* before the consolidation, as shown in Diagram 131-04P;

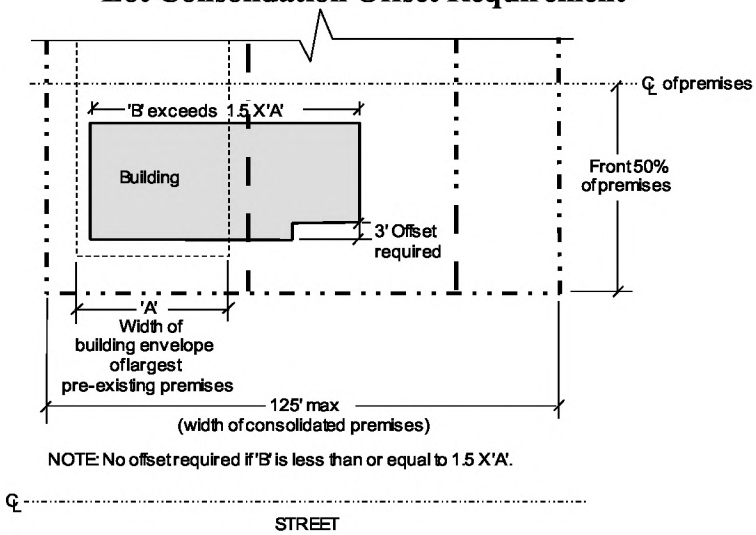
Diagram 131-04P
Buildings on Consolidated Lots



(c) If the depth of the *lots* to be consolidated is greater than 139 feet, only 139 feet shall be used in the calculation to determine the number of units permitted without a Site Development Permit; and

(d) Within the front 50 percent of the consolidated *premises*, a minimum 3-foot offset in the front facade shall be required for any building where the dimension most parallel to the *street* exceeds one-and-one-half times the width of the permitted *building envelope* of the largest *lot* existing before consolidation. See Diagram 131-04Q.

Diagram 131-04Q
Lot Consolidation Offset Requirement



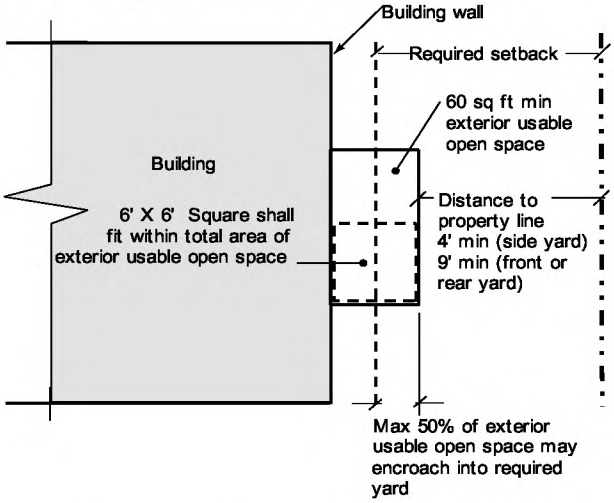
§131.0454 Storage Requirements in the RM Zones

In all RM zones, each dwelling unit shall have a fully enclosed, personal storage area outside the unit that is at least 240 cubic feet with a minimum 7-foot horizontal dimension along one plane.

§131.0455 Private Exterior Open Space in the RM Zones

(a) In the RM-1-1, RM-1-2, and RM-1-3 zones, at least 60 square feet of usable, private, exterior open space abutting each dwelling unit shall be provided with a minimum dimension of 6 feet in any direction. The open space may be located in required *yard* areas, but shall be no closer than 9 feet to the front or rear *property lines*, and no closer than 4 feet to the side *property lines*. See Diagram 131-04R.

Diagram 131-04R
Private Exterior Open Space



(b) In the RM-2-4, RM-2-5, and RM-2-6 zones, at least 75 percent of the dwelling units shall be provided with at least 60 square feet of usable, private, exterior open space abutting the unit with a minimum dimension of 6 feet. The open space may be located in required front and rear *yards*, but shall be no closer than 9 feet to the front *property line*.

(c) In the RM-3-7, RM-3-8, and RM-3-9 zones, at least 75 percent of the dwelling units shall be provided with at least 60 square feet of usable, private, exterior open space abutting the unit with a minimum dimension of 6 feet. The open space may be located in the required front *yard*, but shall be no closer than 9 feet to the front *property line*.

(d) In the RM-4-10, RM-4-11, and RM-5-12 zones, at least 50 square feet of usable, private, exterior open space abutting each dwelling unit shall be provided with a minimum dimension of 4 feet.

§131.0456 Common Open Space in the RM Zones

In all RM zones, *premises* with more than four dwelling units shall include common open space as follows:

(a) The common open space area shall be at least 300 square feet, or 25 square feet per dwelling unit, whichever is greater.

(b) At least one area of common open space shall be provided with minimum dimensions of 12 feet by 15 feet. This space shall be improved as a usable area with lawn or recreational facilities.

(c) Roofed *structures* may occupy a maximum of 50 percent of the common open space area. No enclosed buildings are permitted in the common open space area.

(d) Common open space may be provided in the required side and rear *yards*.

(e) Common open space shall be landscaped or improved with outdoor recreational facilities available only to the residents and guests of the *development*.

§131.0460 Maximum Third Story Dimensions in the RS Zones

In the RS-1-2, RS-1-3, RS-1-4, RS-1-5, RS-1-6, and RS-1-7 zones, the following shall apply:

(a) The width of the third *story* is limited to 70 percent of the width of the *lot*.

(b) The depth of the third *story* is limited to 50 percent of the depth of the *lot* or 100 percent of the maximum width dimension, whichever is greater.

§131.0461 Architectural Projections and Encroachments in Residential Zones

(a) The following are permitted *architectural projections* and *encroachments* into required *yards* and the angled *building envelope* plane for RS and RX zones and the RM-1-1, RM-1-2, and RM-1-3 zones. These projections and *encroachments* are not permitted in the required yards within view corridors that are designated by *land use plans* in the Coastal Overlay Zone and may not be located in a required *visibility area* or a required turning radius or vehicle back-up area except where development regulations may allow.

(1) Roof projects such as eave, cornice, and eyebrow projections may extend into the required *yard* or into the space above the angled *building envelope* subject to the following:

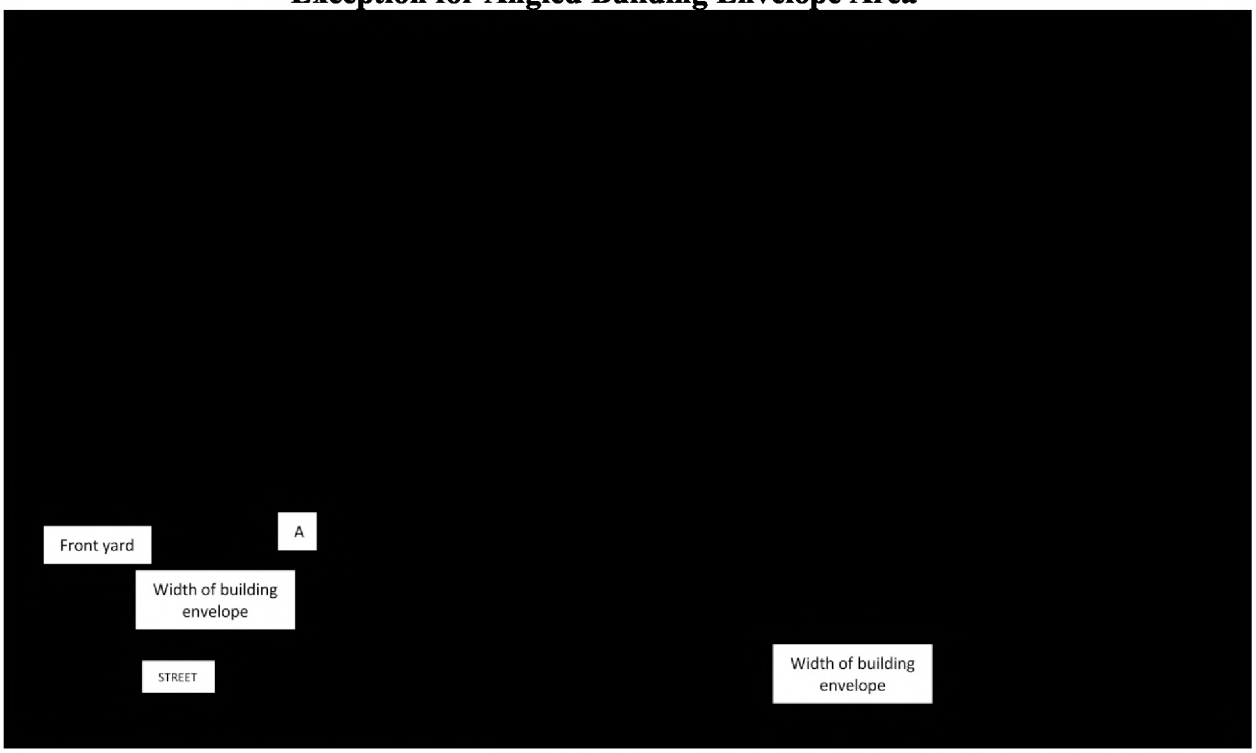
(A) The projection may extend a maximum of 6 feet into the required *yard* or 50 percent of the width of the required *yard*, whichever is less;

(B) The projection shall not be closer than 2 feet, 6 inches to the *property line*; and

(C) There shall be a minimum 6-foot, 8-inch clearance between *proposed grade* and the projection.

(D) The projection into the space above the angled *building envelope* is limited to a maximum of 33 percent of the width of the *building envelope* facing the front yard, and a maximum depth equal to or less than its width. See Diagram 131-04S.

Diagram 131-04S
Exception for Angled Building Envelope Area



(2) Openly supported *architectural projections*, including trellises, may encroach into required *yards*, as shown in Diagram 131-04T, subject to the following:

(A) The height shall not exceed the height of the *roof eave* or the sill plate of the second *floor*, whichever is lower;

(B) The projection shall be at least 50 percent open in plan view;

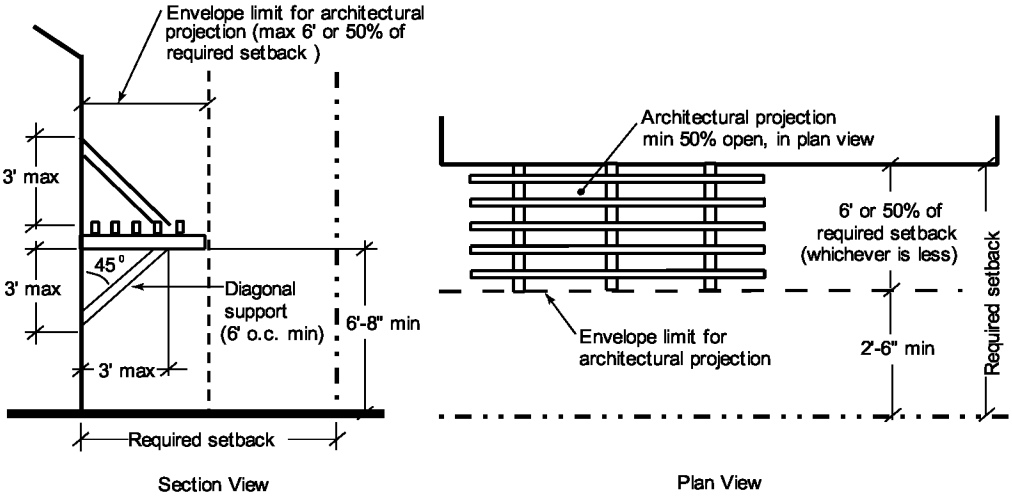
(C) The projection may extend a maximum of 6 feet into the required *yard* or 50 percent of the width of the required *yard*, whichever is less;

(D) The projection shall not be closer than 2 feet, 6 inches to the *property line*;

(E) There shall be a minimum 6-foot, 8-inch clearance between *proposed grade* and the lowest horizontal portion of the projection, not including the supports, as described in Section 131.0461(a)(2)(F), below; and

(F) Diagonal supports from the building wall, such as knee braces, extending within a 45-degree angle from the building wall to the horizontal portion of the projection are permitted, provided that the horizontal and vertical components of the supports do not exceed 3 feet. There shall be a minimum spacing of 6 feet between supports.

Diagram 131-04T
Openly Supported Architectural Projections



(3) Bay windows may project into required *yards*, as shown in Diagram 131-04U, subject to the following requirements:

(A) There shall be a minimum 1-foot clearance between the lowest point of the bay window *structure* and *proposed grade* directly below;

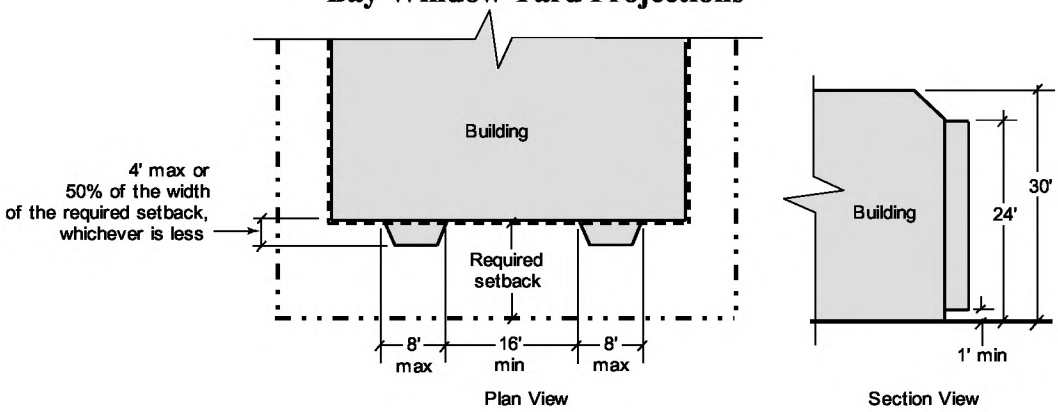
(B) The bay window shall not project into the required *yard* more than 4 feet or 50 percent of the width of the required *yard,* whichever is less. The bay window shall not be closer than 3 feet to the *property line*;

(C) The bay window shall not be more than 8 feet in width;

(D) The bay window may extend to the maximum permitted height of the *building envelope*; and

(E) There shall be a 16-foot or greater spacing between bay windows, and no more than two bay windows per elevation shall encroach into the required *yard*.

Diagram 131-04U
Bay Window Yard Projections



(4) Fireplace enclosures may encroach into required *yards* and the angled *building envelope* plane subject to the following requirements:

(A) The fireplace enclosure may not encroach into the required *yard* more than 2 feet, 6 inches or 50 percent of the width of the required *yard*, whichever is less. The fireplace shall not be closer than 2 feet, 6 inches to the *property line*;

(B) The fireplace and chimney are not subject to the 45-degree sloped *building envelope* requirement and may extend to the maximum *structure height* at the required *setback*;

(C) The fireplace enclosure shall have a maximum width of 10 feet measured from *grade* to the *roof eave* or the sill plate of the second *floor*, whichever is lower, and a maximum width of 5 feet beyond that; and

(D) No more than two projecting fireplaces per building elevation are permitted.

(5) Mechanical equipment such as air conditioner units, gas meters, electrical fuse boxes, or pool equipment and associated utility enclosures may encroach into required side and rear *yards* subject to the following requirements:

(A) At-grade equipment shall be located a minimum of 4 feet from the *property line*; and

(B) Equipment that is located completely below finished grade, with a permanent, durable, protective cover shall be permitted to encroach up to 2 feet, 6 inches from the *property line*;

(C) Except that no setback shall be required for air conditioner units within a side or rear *yard* where sound attenuation features are incorporated and demonstrated to comply with applicable sound level limits in accordance with Section 59.5.0401.

(6) Entry roofs and porches may encroach into the required front and *street* side *yards* subject to the following requirements:

(A) The *encroachment* shall not exceed 6 feet or 50 percent of the width of the required *yard*, whichever is less;

(B) The height of the entry roof shall not exceed 15 feet above *grade*;

(C) The width of the *encroachment* shall not exceed 10 feet or 50 percent of the width of the habitable portion of the building elevation, whichever is greater; and

(D) Porches shall be maintained with at least two elevations that are at least 40 percent open.

(7) Entry arbors may encroach into required front and *street* side *yards*, as shown in Diagram 131-04V, subject to the following requirements:

(A) The height of the arbor shall not exceed 10 feet for flat-topped *structures* or 12 feet for sloping *structures*;

(B) The width of the arbor shall not exceed 6 feet, measured to the centerlines of the supports. A maximum 2-foot overhang is permitted on each side of the center of the supports, as long as the overhang does not project into the *public right-of-way*;

(C) The horizontal surface of the arbor, including overhang, must provide a minimum 6-foot, 8-inch clearance above *proposed grade*;

(D) Supports shall not exceed a maximum dimension of 12 inches by 12 inches;

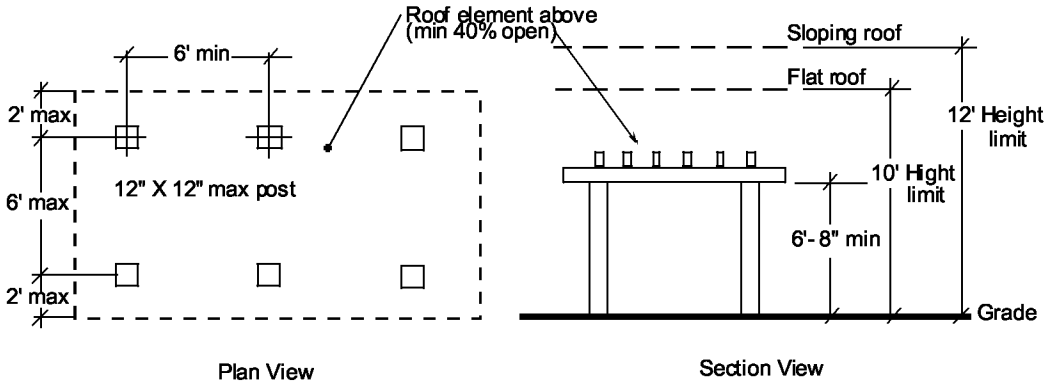
(E) There shall be at least 6 feet between supports along the length of the arbor;

(F) In plan view, the arbor shall be at least 40 percent open. Fencing between posts is subject to Chapter 14, Article 2, Division 3 (Fence Regulations);

(G) The arbor shall not be enclosed on any side other than the side attached to the building, if attached; and

(H) Arbors may encroach the entire width of the required *yard* but may not project beyond the *property line*.

Diagram 131-04V
Entry Arbor Yard Projections



(8) Patio *structures* may be located within a required side *yard* or rear *yard*, subject to the following requirements:

(A) The patio *structure* shall not be located closer than 5 feet to any *property line*;

(B) The patio shall be open on at least three sides except for support columns with maximum dimensions of 18 inches by 18 inches in plan view;

(C) The support columns shall have a minimum separation of 8 feet measured on center; and

(D) The height of the roof of the patio shall not exceed the *roof eave* or the sill plate of the second *floor*, whichever is lower.

(9) *Dormers* are permitted to encroach into required *yards* and into the angled *building envelope* plane subject to the following:

(A) The total length of all *dormers* on a building wall may not exceed 30 percent of the total length of the building along that wall;

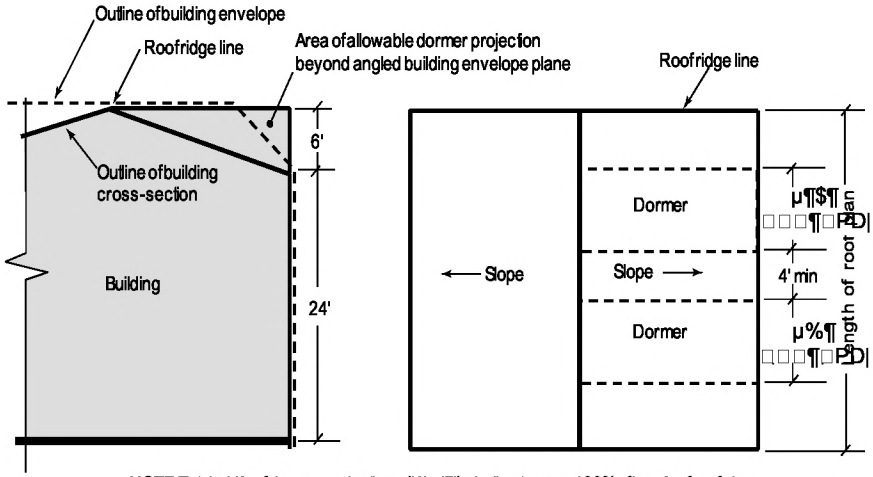
(B) A *dormer* may not exceed 10 feet in width, measured at the building wall;

(C) There shall be a minimum of 4 feet between each *dormer*, including eaves;

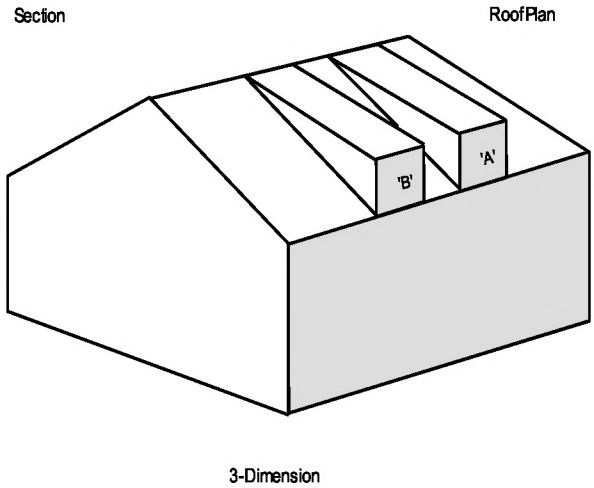
(D) Projecting *dormers* may project through the 30/45-degree sloped *building envelope* plane and may encroach 4 feet into the required *yard* or 50 percent of the width of the adjacent required *yard*, whichever is less; provided, however, that the *dormer* may not be closer than 3 feet to the *property line*; and

(E) A *dormer* may be a vertical extension of a bay window.

Diagram 131-04W
Dormer Projection into Angled Building Envelope Plane



NOTE: Total width of dormer projections ('A' + 'B') shall not exceed 30% of length of roof plan in RM-1-1, RM-1-2, RM-1-3 zones or 50% of length of roof plan in RM-2-4, RM-2-5, RM-2-6 zones.



(10) Unroofed *structures*: An unroofed portion of a *structure* not in excess of 3 feet above *proposed grade*, with an open safety railing not exceeding 42 inches in height, is permitted within a required side or rear *yard*.

(11) Swimming pools, spas, and hot tubs are permitted within a required *yard* subject to the following:

(A) Swimming pools that project 3 feet or less above grade may be located a minimum of 3 feet from the *property line*.

(B) Swimming pools that project greater than 3 feet above grade are not permitted to encroach within a required *street yard* or interior side *yard setback*, but may encroach into the rear *yard* setback if located a minimum of 4 feet from the rear *property line*.

(12) Detached garages or non-habitable *accessory buildings* may encroach into a required side or rear *yard* as follows:

(A) The *lot* size shall not exceed 10,000 square feet of area; and

(B) The *accessory building* shall be limited to one *story* and a maximum *structure* height of 15 feet; and

(C) The *accessory building* shall not exceed a maximum length of 30 feet within any given *setback*; and

(D) The cumulative area of all encroaching *accessory buildings* shall not exceed 525 square feet in *gross floor area*.

(b) The following are permitted *architectural projections* and *encroachments* into the required front and street side *yard* for the RT zones. A maximum of 50 percent of the area of the required minimum front *yard* (the front 5 feet of the *lot*) may be used for *encroachments*. See Section 131.0464(c) for required building articulation features. No permitted projection or *encroachment* may be located in a required *visibility area* or a required turning radius or vehicle back-up area except where development regulations may allow.

(1) Projecting balconies may encroach into required minimum front and street side *yards* subject to the following requirements:

(A) One unenclosed projecting balcony is permitted for each *story* above the first *story*;

(B) A projecting balcony may encroach up to 4 feet into required minimum *yards*;

(C) Support posts to the ground below are not permitted unless the area below the balcony serves as a projecting entry and provides shelter for an access door to the dwelling unit; and

(D) The maximum permitted width of projecting balconies is 8 feet.

(2) Bay windows may encroach into required minimum front and street side *yards* subject to the following requirements:

(A) Bay windows are limited to two per *story*;

(B) The maximum permitted width of bay windows is 8 feet;

(C) Bay windows may encroach a up to 4 feet into required minimum *yards*; and

(D) Bay windows may extend to the height of the building or there may be a horizontal separation between the bay windows.

(3) Turrets with or without cupola may encroach into the required minimum front and street side *yards* and may extend into the sloped *building envelope* area subject to the following requirements:

(A) Only one turret per *lot* may be used;

(B) A turret located at the corner of the building on a corner *lot* may encroach into both the front and street side yards;

(C) A turret may encroach up to 4 feet into required *yards*; and

(D) A turret (and cupola) may also extend above the building height limit and into the sloped *building envelope* area so that the highest point is up to 5 feet above the maximum *structure height* of the base zone. However, no *structure* or addition to a *structure* shall be permitted to exceed the established height limit of any overlay zone. (See Overlay Zones Chapter 13, Article 2, Division 1.)

(4) Projecting entries, either at *grade* or elevated with accompanying stairs and cover, may encroach into required minimum front and street side *yards* subject to the following requirements:

(A) Only one entry per elevation is permitted;

(B) The height of the *floor* of an elevated entry shall not exceed 42 inches above *proposed grade*;

(C) The entry may not be closer than 4 feet to the front *property line*; and

(D) The width of a projecting entry shall not exceed 50 percent of the width of the *building facade*.

(5) Trellis projections and eaves may project into required minimum front and street side yards subject to the following requirements:

(A) Trellises may project into required minimum *yards* up to the *property line*, but no portion of the trellis may extend beyond the *property line*;

(B) Eaves may project 2 feet, 6 inches into the required minimum *yards*; and

(C) There shall be at least 6 feet, 8 inches of clearance between *proposed grade* and the bottom of the projections.

(6) *Dormers* may project into required minimum front and street side *yards* subject to the following requirements:

(A) A maximum of two *dormers* are permitted per elevation;

(B) The maximum width of *dormers* shall be 10 feet; and

(C) *Dormers* may extend into the sloped *building envelope* area.

(7) A detached garage may encroach into the street side *yard* subject to the following requirements:

(A) The garage may not exceed 12 feet in height; and

(B) The garage must be located within the rear 30 feet of the *lot*.

(c) In the RM-2-4, RM-2-5, RM-2-6, RM-3-7, RM-3-8, RM-3-9, RM-4-10, RM-4-11, and RM-5-12 zones, architectural *encroachments* listed in Section 131.0461(a) are permitted with the following limitations. No permitted projection or *encroachment* may be located in required *yards* within view corridors that are designated by *land use plans* in the Coastal Overlay Zone or in a required *visibility area* or a required turning radius or vehicle back-up area except where development regulations may allow.

(1) For front and rear *yards*, one *encroachment* is permitted per 50 feet of *building facade* length, with a minimum of 10 feet between *encroachments*.

(2) For side *yards*, two *encroachments* are permitted per 50 feet of *building facade* length, with a minimum of 10 feet between *encroachments*.

(3) A minimum of 3 feet must be provided between the *encroachment* and the *property line*.

(4) *Dormers* may project into the angled *building envelope* plane as follows:

(A) The aggregate width of *dormers* may not exceed 50 percent of the length of the roof plan to which the *dormers* will be attached; and

(B) Dormers may not extend beyond a height of 40 feet.

§131.0462 Requirements for Attached Units in the RX Zones

The street wall of an attached dwelling unit shall be horizontally offset a minimum of 4 feet from the street wall of the dwelling unit to which it is attached.

§131.0463 Roof Design Variation Requirements in the RX Zones

In the RX zones, for *developments* exceeding 8 dwelling units, at least 30 percent of the units shall have roof designs that vary from the remainder of the dwelling units.

§131.0464 Supplemental Requirements for Residential Zones

(a) Supplemental Requirements for RE and RS Zones

(1) *Manufactured homes* are permitted as residential dwelling units subject to all regulations of the applicable zone in addition to the following supplemental regulations:

(A) Siding shall be of nonreflective material such as wood, vinyl, stucco, decorative stone, or masonry;

(B) Roofing materials shall be of nonreflective material such as concrete tiles, fiberglass shingles, or composition shingles, shakes, or tiles;

(C) Eaves shall be between 12 and 16 inches measured from the vertical side of the exterior wall; and

(D) The foundation along the exterior perimeter shall conform to the Building Regulations and shall consist of poured concrete, masonry, or approved all-weather material. If the foundation material is not masonry or concrete, it shall match the siding material of the home.

(b) Supplemental Requirements for RX Zones:

(1) For *lots* without *alley* access, a minimum of 25 percent of the length of the *building facade* on the ground *floor* must be utilized for habitable space.

(2) *Manufactured homes* are permitted as residential dwelling units provided they comply with the regulations in Section 131.0464(a)(1).

(c) Supplemental Requirements for RT Zones:

(1) When an RT *development* exceeds 12 units and the *lots* are greater than 90 feet in depth, the front facade of one-third of the dwelling units must be offset 3 feet from the front facade of the remaining units.

(2) For all dwelling units, 20 percent of the area of the front facade shall be used for door and window areas.

(3) One building articulation feature from each category listed below shall be incorporated into each dwelling unit:

Category A:
Elevated first *floor*
Projecting balcony
Bay windows (2)

Category B:
Turret (with or without cupola)
Inset balcony
Angled side planes (2)
Projecting (or inset) elevated entry

Category C
Planter boxes
Trellises
Inset windows
Projecting covered entry
*Dormer*s
Inset entry

Building articulation features shall be provided in accordance with the following regulations. Those features that may project into the required front and street side yards are indicated and are subject to the requirements in Section 131.0461(c).

(A) Elevated First *Floor*. The elevation of the ground *story* (first *floor*) shall be 42 inches above *proposed grade*.

(B) Projecting Balcony. A maximum of one projecting balcony is permitted for each *story* above the first *story*. Each balcony may be roofed or unroofed. Open or solid safety railings not to

exceed 42 inches in height are permitted. (See Section 131.0461(b)(1) for *yard encroachment* regulations).

(C) Bay Windows. At least two bay windows per elevation are required. A minimum of 40 percent of each bay window elevation shall be glass. (See Section 131.0461(b)(2) for *yard encroachment* regulations).

(D) Turret. The minimum size of a turret shall be 6 feet by 6 feet or shall have a 6-foot diameter in plan dimensions. Turrets shall extend from the ground (first *story*) level for the full height of the building or shall extend from the second *story* to the full height of the building. A turret may project into the space above the angled *building envelope* plane to 5 feet above the maximum permitted *structure height*. For each *story*, at least 40 percent of the turret elevation shall be glass. At the first *story*, an entry door may substitute for an equal square footage amount of glass area. Only one bay window per *story* may be used if a turret is provided. (See Section 141.0461(b)(3) for *yard* encroachment regulations).

(E) Inset Balcony. A maximum of two inset balconies are permitted per elevation. Each balcony may be roofed or unroofed. Open or solid safety railings not to exceed 42 inches in height are permitted.

(F) Angled Side Planes. At both side *setbacks*, the *structure* shall observe 60-degree planes sloping inward above 25 feet in height to the maximum permitted building height. At minimum, angled planes must be located on the front 50 percent of the *structure*. *Dormers* may project from the angled side planes to the side *property lines* but may not be closer than 3 feet to a *street* side *property line*.

(G) Projecting Elevated Entry. One projecting entry is permitted per elevation. The entry must be unenclosed on three sides and may have a maximum 42-inch-high open safety railing. The entry shall be a minimum of 6 feet and a maximum of 8 feet wide. The entry may have an unenclosed balcony with the same horizontal dimensions above it. Stairs providing access to the entry for buildings with an elevated first *floor* shall not be included in the determination of width. (See Section 131.0461(b)(4) for *yard encroachment* regulations).

(H) Planter Boxes. Planter boxes shall be of wood, brick, stone, or finished/patterned concrete construction. The minimum total

area of the planter boxes shall be 40 square feet. The walls of the planter boxes shall be at least 24 inches and no more than 36 inches high. The planter boxes shall be located adjacent to the *structure*, entry, walkway, or *property line*. Wrought iron fencing (and gate), at least 50 percent open, may be placed in the required front *yard* either separately or in conjunction with the planter boxes, in accordance with the *fence* height regulations in Chapter 14, Article 2, Division 3 (*Fence* Regulations).

(I) Trellises. Trellises shall be at least 50 percent open in plan view. Diagonal supports from the building wall extending within a 45-degree angle from the building wall to the horizontal portion of the projection are permitted. (See Section 131.0461(b)(5) for *yard encroachment* regulations).

(J) Inset Windows. A maximum of two inset windows are permitted per *story*. The window surface must be set back at least 6 inches from the front facade.

(K) Projecting Covered Entry. One projecting covered entry is permitted per elevation. The entry shall be at least 6 feet but no more than 8 feet wide. The required cover shall be no more than 50 percent open. The entry may have an unenclosed balcony with the same horizontal dimensions, above it. (See Section 131.0461(b)(4) for *yard encroachment* regulations).

(L) *Dormers*. *Dormers* may project into the space above the angled *building envelope* plane. *Dormers* may have pitched or curved roofs. The maximum width for *dormers* is 5 feet. At the side and *street* side *setbacks* a minimum separation of 10 feet between *dormers* is required. (See Section 131.0461(b)(6) for *yard encroachment* regulations).

(M) Inset Entry. One inset entry is permitted per elevation. Inset entries shall be either at *grade* or elevated. The entry must be set back at least 24 inches from the facade and may have a maximum 42-inch-high open safety railing.

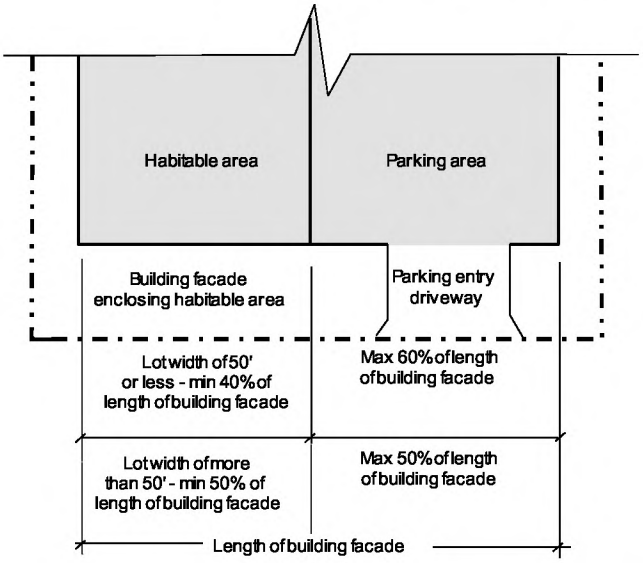
(d) Supplemental Requirements for RM-1-1, RM-1-2, RM-1-3 Zones

(1) For *lots* with a width of 60 feet or less, not more than two 10-foot-wide garage doors or garage entries or a single 16-foot-wide garage door or entry on the *building facade* is permitted, except when that door accesses underground parking. For each additional 25 feet of *street*

frontage, an additional 10 feet maximum width garage door or garage entry is permitted.

(2) For *lots* with a width of 50 feet or less, at least 40 percent of the length of the *building facade* on the ground *floor* must enclose habitable area (not garage or parking entrance); for *lots* greater than 50 feet in width, at least 50 percent of the length of the *building facade* on the ground *floor* must enclose habitable area. See Diagram 131-04X.

Diagram 131-04X
Ground Floor Habitable Space Requirement



(3) Within the front facade on all *floors* above the first *floor*, a transparent glass window or windows with an aggregate area of at least 20 square feet shall be provided for each dwelling unit that faces the *street*.

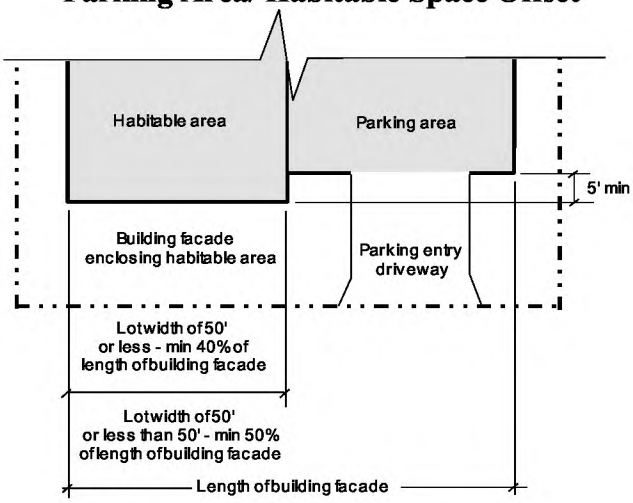
(e) Supplemental Requirements for the RM-2-4, RM-2-5, RM-2-6 Zones

(1) For *lots* with a width of 60 feet or less, not more than two 10-foot-wide garage doors or garage entries or a single 16-foot-wide garage door or entry on the *building facade* is permitted, except when that door accesses underground parking. For each additional 25 feet of *street frontage*, an additional 10 feet maximum width garage door or garage entry is permitted.

(2) Garages, carports, and other parking entries in the *building facade* shall be set back at least an additional 5 feet from the facade wall enclosing habitable space, as shown in Diagram 131-04Y.

(3) For *lots* with a width of 50 feet or less, at least 40 percent of the length of the *building facade* on the ground *floor* must enclose habitable area (not a garage or parking entrance); for *lots* greater than 50 feet in width, at least 50 percent of the length of the *building facade* on the ground *floor* must enclose habitable area. See Diagram 131-04Y.

Diagram 131-04Y
Parking Area/ Habitable Space Offset



(4) Within the *building facade* on all *floors* above the first *floor*, a transparent glass window or windows with an aggregate area of at least 20 square feet shall be provided for each dwelling unit that faces the *street*.

(f) Supplemental Requirements for the RM-3-7, RM-3-8, RM-3-9 Zones
When the ground *floor* of a building is used for parking and the parking is adjacent to a required *yard*, the parking area must be *screened* by a minimum 6-foot-high *fence* or 6-foot-high landscaping. A pedestrian entry to the building from each *street* must be provided.

§131.0466 Deviations from Development Regulations for Reasonable Accommodations
The Federal Fair Housing Act and the California Fair Employment and Housing Act require that jurisdictions make *reasonable accommodations* to afford *disabled persons* the equal opportunity to use and enjoy a dwelling. In consideration of the special need and the potential benefit that can be accomplished with a requested modification, deviations may be approved through Process One subject to the following:

(a) The *development* will be used by a *disabled person*;

(b) The deviation request is necessary to make specific housing available to a *disabled person* and complies with all applicable development regulations to the maximum extent feasible;

(c) The deviation request will not impose an undue financial or administrative burden on the City;

(d) The deviation request will not create a fundamental alteration in the implementation of the City's zoning regulations.

(e) For *coastal development* in the *coastal overlay zone*, that is not exempt pursuant to Section 126.0704, there is no feasible alternative that provides greater consistency with the certified Local Coastal Program.

Article 1: Base Zones
Division 5: Commercial Base Zones

§131.0501 Purpose of Commercial Zones

The purpose of the commercial zones is to provide for the employment, shopping, services, recreation, and lodging needs of the residents of and visitors to the City. The intent of the commercial zones is to provide distinct regulations for size, intensity, and design to reflect the variety of the desired *development* patterns within San Diego's communities.

§131.0502 Purpose of the CN (Commercial--Neighborhood) Zones

(a) The purpose of the CN zones is to provide residential areas with access to a limited number of convenient retail and personal service uses. The CN zones are intended to provide areas for smaller scale, lower intensity *developments* that are consistent with the character of the surrounding residential areas. The zones in this category may include residential *development*. Property within the CN zones will be primarily located along local and selected collector *streets*.

(b) The CN zones are differentiated based on the permitted lot size and pedestrian orientation as follows:

- CN-1-1 allows *development* of a limited size with a pedestrian orientation
- CN-1-2 allows *development* with an auto orientation
- CN-1-3 allows *development* with a pedestrian orientation
- CN-1-4 allows *development* with a pedestrian orientation with a medium high residential density

§131.0503 Purpose of the CR (Commercial--Regional) Zones

(a) The purpose of the CR zones is to provide areas for a broad mix of business/professional office, commercial service, retail, wholesale, and limited manufacturing uses. The CR zones are intended to accommodate large-scale, high intensity *developments*. Property within these zones will be primarily located along major *streets*, primary arterials, and major public transportation lines.

(b) The CR zones are designed for auto-oriented *development* and are differentiated based on the uses allowed as follows:

- CR-1-1 allows a mix of regional serving commercial uses and residential uses, with an auto orientation
- CR-2-1 allows regional serving commercial and limited industrial uses with an auto orientation but no residential use.

§131.0504 Purpose of the CO (Commercial--Office) Zones

(a) The purpose of the CO zones is to provide areas for employment uses with limited, complementary retail uses and residential use as specified. ~~and medium to high *density* residential *development.*~~ The CO zones are intended to apply in larger activity centers or in specialized areas where a full range of commercial activities is not desirable.

(b) The CO zones are differentiated based on the uses allowed, and development scale allowed as follows:

(1) The following zones allow residential development:
- CO-1-1 allows a mix of office and residential uses with a neighborhood scale and orientation
- CO-1-2 allows a mix of office and residential uses that serve as an employment center

(2) The following zones prohibit residential development:
- CO-2-1 allows a mix of office uses with a neighborhood scale and orientation
- CO-2-2 allows a mix of office uses that serve as an employment center

§131.0505 Purpose of the CV (Commercial--Visitor) Zones

(a) The purpose of the CV zones is to provide areas for establishments catering to the lodging, dining, and recreational needs of both tourists and the local population. The CV zones are intended for areas located near employment centers and areas with recreational resources or other visitor attractions.

(b) The CV zones are differentiated based on *development* size and orientation as follows:
- CV-1-1 allows a mix of large-scale, visitor-serving uses and residential uses
- CV-1-2 allows a mix of visitor-serving uses and residential uses with a pedestrian orientation

§131.0506 Purpose of the CP (Commercial--Parking) Zone

The purpose of the CP zone is to provide off-street parking areas for passenger automobiles. The CP zone is intended to be applied in conjunction with established commercial areas to provide needed or required off-street parking.

§131.0507 Purpose of the CC (Commercial--Community) Zones

(a) The purpose of the CC zones is to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The CC zones are intended to provide for a range of *development* patterns from pedestrian-friendly commercial *streets* to shopping centers and auto-oriented strip commercial *streets*. Some of the CC zones may include residential *development*. Property within the CC zones will be primarily located along collector *streets*, major *streets*, and public transportation lines.

(b) The CC zones are differentiated based on the uses allowed and regulations as follows:

(1) The following zones allow a mix of community-serving commercial uses and residential uses:
- CC-1-1 is intended to accommodate *development* with strip commercial characteristics
- CC-1-2 is intended to accommodate *development* with high intensity, strip commercial characteristics
- CC-1-3 is intended to accommodate *development* with an auto orientation

(2) The following zones allow community-serving uses with no residential uses:
- CC-2-1 is intended to accommodate *development* with strip commercial characteristics
- CC-2-2 is intended to accommodate *development* with high intensity, strip commercial characteristics
- CC-2-3 is intended to accommodate *development* with an auto orientation

(3) The following zones allow a mix of pedestrian-oriented, community-serving commercial uses and residential uses:
- CC-3-4 is intended to accommodate *development* with a pedestrian orientation
- CC-3-5 is intended to accommodate *development* with a high intensity, pedestrian orientation
- CC-3-6 is intended to accommodate *development* with a high intensity, pedestrian orientation, and medium high density.

(4) The following zones allow heavy commercial uses and residential uses:
- CC-4-1 is intended to accommodate *development* with strip commercial characteristics

- CC-4-2 is intended to accommodate *development* with high intensity, strip commercial characteristics
- CC-4-3 is intended to accommodate *development* with an auto orientation
- CC-4-4 is intended to accommodate *development* with a pedestrian orientation
- CC-4-5 is intended to accommodate *development* with a high intensity, pedestrian orientation
- CC-4-6 is intended to accommodate *development* with a high intensity, pedestrian orientation, and medium high density.

(5) The following zones allow a mix of heavy commercial and limited industrial uses and residential uses:

- CC-5-1 is intended to accommodate *development* with strip commercial characteristics
- CC-5-2 is intended to accommodate *development* with high intensity, strip commercial characteristics
- CC-5-3 is intended to accommodate *development* with an auto orientation
- CC-5-4 is intended to accommodate *development* with a pedestrian orientation
- CC-5-5 is intended to accommodate *development* with a high intensity, pedestrian orientation
- CC-5-6 is intended to accommodate *development* with a high intensity, pedestrian orientation, and medium high density.

§131.0515 Where Commercial Zones Apply

On the effective date of Ordinance O-18692, all commercial zones that were established in Municipal Code Chapter 10, Article 1, Division 4 were amended and replaced with the base zones established in this division.

§131.0520 Use Regulations of Commercial Zones

The regulations of Section 131.0522 apply in the commercial zones unless otherwise specifically provided by footnotes indicated in Table 131-05B. The uses permitted in any zone may be further limited if *environmentally sensitive lands* are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) Within the commercial zones, no *structure* or improvement, or portion thereof, shall be constructed, established, or altered, nor shall any *premises* be used or maintained except for one or more of the purposes or activities listed in Table 131-05B. It is unlawful to establish, maintain, or use any *premises* for any purpose or activity not listed in this section or Section 131.0522.

(b) All uses or activities permitted in the commercial zones shall be conducted entirely within an enclosed building unless the use or activity is traditionally conducted outdoors.

(c) *Accessory uses* in the commercial zones may be permitted in accordance with Section 131.0125.

(d) Temporary uses may be permitted in the commercial zones for a limited period of time with a Temporary Use Permit in accordance with Chapter 12, Article 3, Division 4.

(e) For any use that cannot be readily classified, the City Manager shall determine the appropriate use category and use subcategory pursuant to Section 131.0110.

§131.0522 Use Regulations Table of Commercial Zones

The uses allowed in the commercial zones are shown in Table 131-05B.

Legend for Table 131-05B

Symbol in Table 131-05B	Description of Symbol
P	Use or use category is permitted. Regulations pertaining to a specific use may be referenced.
L	Use is permitted with limitations, which may include location limitations or the requirement for a use or *development permit*. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
N	Neighborhood Use Permit Required. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
C	Conditional Use Permit Required. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
-	Use or use category is not permitted.

Table 131-05B
Use Regulations Table for Commercial Zones

Use Categories/Subcategories	Zone Designator	Zones											
[See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	1st & 2nd >>	CN-(1)				CR-		CO-				CV-	CP-
	3rd >>	1-				1-	2-	1-		2-		1-	1-
	4th >>	1	2	3	4	1	1	1	2	1	2	1	2	1
Open Space													
Active Recreation		-				-	-	-		-		-	-
Passive Recreation		-				-	-	-		-		-	-
Natural Resources Preservation		-				-	-	-		-		-	-

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**						
	1st & 2nd >>	CN-(1)		CR-		CO-		CV-	CP-
	3rd >>	1-		1-	2-	1-	2-	1-	1-
	4th >>	1 2 3 4		1	1	1 2	1 2	1 2	1
Park Maintenance Facilities		-		-	-	-	-	-	-
Agriculture									
Agricultural Processing		-		-	-	-	-	-	-
Aquaculture Facilities		-		-	-	-	-	-	-
Dairies		-		-	-	-	-	-	-
Horticulture Nurseries & Greenhouses		-		-	-	-	-	-	-
Raising & Harvesting of Crops		-		-	-	-	-	-	-
Raising, Maintaining & Keeping of Animals		-		-	-	-	-	-	-
Separately Regulated Agriculture Uses									
Agricultural Equipment Repair Shops		-		P	P	-	-	-	-
Commercial Stables		-		-	-	-	-	L	-
Community Gardens		L		L	L	L	L	L	L
Equestrian Show & Exhibition Facilities		-		-	-	-	-	C	-
Open Air Markets for the Sale of Agriculture-related Products & Flowers		-		-	-	-	-	-	-
Residential									
Mobilehome Parks		-		-	-	-	-	-	-
Multiple Dwelling Units		P(2)		P(2)	-	P(2)	-	P(2)	-
Rooming House [See Section 131.0112(a)(3)(A)]		P(2)		P	-	P	-	P(2)	-
Single Dwelling Units		-		-	-	-	-	-	-
Separately Regulated Residential Uses									
Boarder & *Lodger* Accommodations		L(2)		L	-	L	-	L(2)	-
Companion Units		-		-	-	-	-	-	-
Employee Housing:									
6 or Fewer Employees		-		-	-	-	-	-	-
12 or Fewer Employees		-		-	-	-	-	-	-
Greater than 12 Employees		-		-	-	-	-	-	-
Fraternities, Sororities and Student Dormitories		C(2)		C	-	C	-	C(2)	-
Garage, Yard, & Estate Sales		-		-	-	-	-	-	-
Guest Quarter		-		-	-	-	-	-	-
Home Occupations		L		L	-	L	-	L	-
Housing for Senior Citizens		C(2)		C	-	C	-	C(2)	-
Live/Work Quarters		-		L	-	-	-	-	-
Residential Care Facilities:									
6 or Fewer Persons		P(2)		P	-	P	-	P(2)	-
7 or More Persons		C(2)		C	-	C	-	C(2)	-
Transitional Housing:									
6 or Fewer Persons		P(2)		P	-	P	-	P(2)	-
7 or More Persons		C(2)		C	-	C	-	C(2)	-
Watchkeeper Quarters		-		-	L	-	-	-	-
Institutional									

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**										
	1st & 2nd >>	CN-(1)				CR-		CO-			CV-	CP-
	3rd >>	1-				1-	2-	1-		2-	1-	1-
	4th >>	1	2	3	4	1	1	1	2	1 2	1 2	1
Separately Regulated Institutional Uses												
Airports		-				C	C	C		C	C(10)	-
Botanical Gardens & Arboretums		-				P	P	C		C	P	-
Cemeteries, Mausoleums, Crematories		-				C	C	C		C	C(10)	-
Churches & Places of Religious Assembly		C(10)				C	C	C		C	C(10)	-
Correctional Placement Centers		-				C	C	C		C	C(10)	-
Educational Facilities:												
Kindergarten through Grade 12		C (10)				C	C	C		C	C(10)	-
Colleges / Universities		-				C	C	C		C	C(10)	-
Vocational / Trade School		-				P	P	P		P	-	-
Energy Generation & Distribution Facilities		C(10)				P	C	P		P	P(10)	-
Exhibit Halls & Convention Facilities		-				P	P	C		C	P	-
Flood Control Facilities		L				L	L	L		L	L	-
Historical Buildings Used for Purposes Not Otherwise Allowed		C(10)				C	C	C		C	C(10)	-
Homeless Facilities:												
Congregate Meal Facilities		C(10)				C	-	C		C	C(10)	-
Emergency Shelters		C(10)				C	-	C		C	C(10)	-
Homeless Day Centers		C(10)				C	-	C		C	C(10)	-
Hospitals, Intermediate Care Facilities & Nursing Facilities		-				P	P	C		C	P(10)	-
Interpretive Centers		-				-	-	-		-	-	-
Museums		-				P	P	C		C	P	-
Major Transmission, Relay, or Communications Switching Stations		-				C	C	C		C	C(10)	-
Satellite *Antennas*		L				L	L	L		L	L	L
Social Service Institutions		-				C	C	C		C	C(10)	-
Wireless communication facility:												
Wireless communication facility in the *public right-of-way* with subterranean equipment adjacent to a non-residential use		L				L	L	L		L	L	L
Wireless communication facility in the *public right-of-way* with subterranean equipment adjacent to a residential use		N				N	N	N		N	N	N
Wireless communication facility in the *public right-of-way* with above ground equipment		C				C	C	C		C	C	C
Wireless communication facility outside the *public right-of-way*		L				L	L	L		L	L	L
Retail Sales												

Use Categories/Subcategories	**Zone Designator**	**Zones**										
[See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	1st & 2nd >>	CN-[1]				CR-		CO-			CV-	CP-
	3rd >>	1-				1-	2-	1-		2-	1-	1-
	4th >>	1	2	3	4	1	1	1	2	1 2	1 2	1
Building Supplies & Equipment		P[11]				P[11]	P[11]	-		-	-	-
Food, Beverages and Groceries		P[11]				P[11]	P[11]	P[11]		P[11]	P[11]	-
Consumer Goods, Furniture, Appliances, Equipment		P[11]				P[11]	P[11]	P[3,11]		P[3,11]	P[13]	-
Pets & Pet Supplies		P[11]				P[11]	P[11]	-		-	-	-
Sundries, Pharmaceutical, & Convenience Sales		P[11]				P[11]	P[11]	P[11]		P[11]	P[11]	-
Wearing Apparel & Accessories		P[11]				P[11]	P[11]	-		-	P[11]	-
Separately Regulated Retail Sales Uses												
Agriculture Related Supplies & Equipment		-				P	P	-		-	-	-
Alcoholic Beverage Outlets		L				L	L	L		L	L	-
Farmers' Markets												
Weekly Farmers' Markets		L				L	L	L		L	L	L
Daily Farmers' Market Stands		L				L	L	L		L	L	-
Plant Nurseries		P				P	P	-		-	-	-
Retail Farms		L				L	L	L		L	-	-
Swap Meets & Other Large Outdoor Retail Facilities		-				C	C	-		-	C[10]	-
Commercial Services												
Building Services		-				P	P	P[6]		P[6]	-	-
Business Support		P				P	P	P[7]		P[7]	-	-
Eating & Drinking Establishments		P[4]				P	P	P[5]		P[5]	P	-
Financial Institutions		P				P	P	P		P	-	-
Funeral & Mortuary Services		-				P	P	-		-	-	-
Instructional Studios		P				P	P	P		P	P[12]	-
Maintenance & Repair		P				P	P	P[6]		P[6]	-	-
Off-site Services		-				P	P	-		-	-	-
Personal Services		P				P	P	-		-	P	-
Assembly & Entertainment		-				P	P	-		-	P	-
Radio & Television Studios		-				P	P	-		-	-	-
Visitor Accommodations		-				P	P	-		-	P	-
Separately regulated Commercial Services Uses												
Adult Entertainment Establishments:												
Adult Book Store		L				L	L	-		-	-	-
Adult Cabaret		-				L	L	-		-	L	-
Adult Drive-In Theater		-				L	L	-		-	L	-
Adult Mini-Motion Picture Theater		-				L	L	-		-	L	-
Adult Model Studio		L				L	L	-		-	L	-
Adult *Motel*		-				L	L	-		-	L	-
Adult Motion Picture Theater		-				L	L	-		-	L	-
Adult Peep Show Theater		-				L	L	-		-	L	-
Adult Theater		-				L	L	-		-	L	-
Body Painting Studio		L				L	L	-		-	L	-
Massage Establishment		L				L	L	-		-	-	-
Sexual Encounter Establishment		L				L	L	-		-	L	-

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**											
	1st & 2nd >>	CN-(1)				CR-		CO-				CV-	CP-
	3rd >>	1-				1-	2-	1-		2-		1-	1-
	4th >>	1	2	3	4	1	1	1	2	1	2	1	2	1
Bed & Breakfast Establishments:													
1-2 Guest Rooms		-				P	P	-		-		P	-
3-5 Guest Rooms		-				P	P	-		-		P	-
6+ Guest Rooms		-				P	P	-		-		P	-
Boarding Kennels/Pet Day Care		L				L	L	N		N		N(10)	-
Camping Parks		-				C	C	C		C		C	-
Child Care Facilities:													
Child Care Centers		L				L	-	L		L		L(10)	-
Large Family Child Care Homes		L				L	-	L		L		L(10)	-
Small Family Child Care Homes		L				L	-	L		L		L	-
Eating and Drinking Establishments Abutting Residentially Zoned Property		L				L	L	L		L		L	-
Fairgrounds		-				C	C	-		-		C	-
Golf Courses, Driving Ranges, and Pitch & Putt Courses		-				C	C	C		C		C	-
Helicopter Landing Facilities		-				C	C	C		C		C(10)	-
Massage Establishments, Specialized Practice		L				L	L	-		-		L(14)	-
Nightclubs & Bars over 5,000 square feet in size		-				C	C	C		C		C	-
Parking Facilities as a *Primary Use*:													
Permanent Parking Facilities		-				P	P	C		C		C	P
Temporary Parking Facilities		-				N	N	C		C		C	N
Private Clubs, Lodges and Fraternal Organizations		C				C	P	P		P		P	-
Privately Operated, Outdoor Recreation Facilities over 40,000 Square Feet in Size(9)		-				C	C	-		-		C	-
Pushcarts:													
Pushcarts on Private Property		L				L	L	L		L		L	-
Pushcarts in Public Right of Way		N				N	N	N		N		N	-
Recycling Facilities:													
Large Collection Facility		N				N	N	N		N		N(10)	-
Small Collection Facility		L				L	L	L		L		L(10)	-
Large Construction & Demolition Debris *Recycling Facility*		-				-	-	-		-		-	-
Small Construction & Demolition Debris *Recycling Facility*		-				-	-	-		-		-	-
Drop-off Facility		L				L	L	L		L		L	-
Green Materials Composting Facility		-				-	-	-		-		-	-
Mixed Organic Composting Facility		-				-	-	-		-		-	-
Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic		-				-	-	-		-		-	-
Large Processing Facility Accepting All Types of Traffic		-				-	-	-		-		-	-

Use Categories/Subcategories	**Zone Designator**	**Zones**										
[See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	1st & 2nd >>	CN-(1)				CR-		CO-			CV-	CP-
	3rd >>	1-				1-	2-	1-		2-	1-	1-
	4th >>	1	2	3	4	1	1	1	2	1 2	1 2	1
Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic		-				-	-	-		-	-	-
Small Processing Facility Accepting All Types of Traffic		-				-	-	-		-	-	-
Reverse Vending Machines		L				L	L	L		L	L	-
Tire Processing Facility		-				-	-	-		-	-	-
Sidewalk Cafes		N				N	N	N		N	N	-
Sports Arenas & Stadiums		-				C	C	C		C	C	-
Theaters that are outdoor or over 5,000 square feet in size		-				C	C	C		C	C	-
Urgent Care Facilities		N				N	N	N		N	N(10)	-
Veterinary Clinics & Animal Hospitals		L				L	L	N		N	-	-
Zoological Parks		-				-	-	-		-	-	-
Offices												
Business & Professional		P(7)				P	P	P		P	-	-
Government		P				P	P	P		P	-	-
Medical, Dental, & Health Practitioner		P				P	P	P		P	-	-
Regional & Corporate Headquarters		P				P	P	P		P	-	-
Separately Regulated Office Uses												
Real Estate Sales Offices & Model Homes		L				L	-	L		L	L	
Sex Offender Treatment & Counseling		L				L	L	L		L	L(10)	-
Vehicle & Vehicular Equipment Sales & Service												
Commercial Vehicle Repair & Maintenance		-				P	P	-		-	-	-
Commercial Vehicle Sales & Rentals		-				P	P	-		-	-	-
Personal Vehicle Repair & Maintenance		-				P	P	-		-	-	-
Personal Vehicle Sales & Rentals		-				P	P	-		-	-	-
Vehicle Equipment & Supplies Sales & Rentals		-				P	P	-		-	-	-
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses												
Automobile Service Stations		-				N	N	C		C	C	-
Outdoor Storage & Display of New, Unregistered Motor Vehicles as a *Primary Use*		-				C	C	-		-	-	-
Wholesale, Distribution, Storage												
Equipment & Materials Storage Yards		-				-	P	-		-	-	-
Moving & Storage Facilities		-				-	P	-		-	-	-
Warehouses		-				-	P(8)	-		-	-	-
Wholesale Distribution		-				-	P(8)	-		-	-	-
Separately Regulated Wholesale, Distribution, and Storage Uses												
Impound Storage Yards		-				-	C	-		-	-	-
Junk Yards		-				-	-	-		-	-	-

Use Categories/Subcategories	Zone Designator	Zones										
[See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	1st & 2nd >>	CN-(1)				CR-		CO-			CV-	CP-
	3rd >>	1-				1-	2-	1-		2-	1-	1-
	4th >>	1	2	3	4	1	1	1	2	1	2	1	2	1
Temporary Construction Storage Yards Located off-site		L				L	L	L		L	L	-
Industrial												
Heavy Manufacturing		-				-	-	-		-	-	-
Light Manufacturing		-				-	P(8)	-		-	-	-
Marine Industry		-				-	-	-		-	-	-
Research & Development		-				P	P	P		P	-	-
Trucking & Transportation Terminals		-				P	P	-		-	-	-
Separately Regulated Industrial Uses												
Hazardous Waste Research Facility		-				-	-	-		-	-	-
Hazardous Waste Treatment Facility		-				-	-	-		-	-	-
Marine Related Uses Within the Coastal Overlay Zone		-				C	C	C		L	C	-
Mining and Extractive Industries		-				-	-	-		-	-	-
Newspaper Publishing Plants		-				C	C	C		C	C(10)	-
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises		-				-	-	-		-	-	-
Very Heavy Industrial Uses		-				-	-	-		-	-	-
Wrecking & Dismantling of Motor Vehicles		-				-	-	-		-	-	-
Signs												
Allowable *Signs*		P				P	P	P		P	P	P
Separately Regulated *Signs* Uses												
Community Entry *Signs*		L				L	L	L		L	L	L
Neighborhood Identification *Signs*		-				-	-	-		-	-	-
Reallocation of *Sign* Area Allowance		N				N	N	N		N	N	N
Revolving *Projecting Signs*		N				N	N	N		N	N	N
Signs with Automatic Changing Copy		N				N	N	N		N	N	N
Theater *Marquees*		-				N	N	-		-	N	-

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones				
	1st & 2nd >>	CC-				
	3rd >>	1-	2-	3-	4-	5-
	4th >>	1 2 3	1 2 3	4 5 6	1 2 3 4 5 6	1 2 3 4 5 6
Open Space						
Active Recreation		-	-	-	-	-
Passive Recreation		-	-	-	-	-
Natural Resources Preservation		-	-	-	-	-
Park Maintenance Facilities		-	-	-	-	-
Agriculture						
Agricultural Processing		-	-	-	-	-
Aquaculture Facilities		-	-	-	-	-
Dairies		-	-	-	-	-
Horticulture Nurseries & Greenhouses		-	-	-	-	-
Raising & Harvesting of Crops		-	-	-	-	-
Raising, Maintaining & Keeping of Animals		-	-	-	-	-
Separately Regulated Agriculture Uses						
Agricultural Equipment Repair Shops		P	P	-	P	P
Commercial Stables		-	-	-	-	-
Community Gardens		L	L	L	L	L
Equestrian Show & Exhibition Facilities		-	-	-	-	-
Open Air Markets for the Sale of Agriculture-Related Products & Flowers		-	-	-	-	-
Residential						
Mobilehome Parks		-	-	-	-	-
Multiple Dwelling Units		P(2)	-	P(2, 15)	P(2)	P(2),15)
***Rooming** House* [See Section 131.0112(a)(3)(A)]		P	-	P(15)	P	P(15)
Single Dwelling Units		-	-	-	-	-
Separately Regulated Residential Uses						
Boarder & *Lodger* Accommodations		L	-	L(15)	L	L(15)
Companion Units		-	-	-	-	-
Employee Housing:						
6 or Fewer Employees		-	-	-	-	-
12 or Fewer Employees		-	-	-	-	-
Greater than 12 Employees		-	-	-	-	-
Fraternities, Sororities and Student Dormitories		C	-	C(15)	C	C(15)
Garage, Yard, & Estate Sales		-	-	-	-	-
Guest Quarters		-	-	-	-	-
Home Occupations		L	-	L(15)	L	L(15)
Housing for Senior Citizens		C	-	C(15)	C	C(15)
Live/Work Quarters		L	-	L(15)	L	L(15)
Residential Care Facilities:						
6 or Fewer Persons		P	-	P(15)	P	P(15)
7 or More Persons		C	-	C(15)	C	C(15)
Transitional Housing:						
6 or Fewer Persons		P	-	P(15)	P	P(15)

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**				
	1st & 2nd >>	**CC-**				
	3rd >>	1-	2-	3-	4-	5-
	4th >>	1 2 3	1 2 3	4 5 6	1 2 3 4 5 6	1 2 3 4 5 6
7 or More Persons		C	-	C[15]	C	C[15]
Watchkeeper Quarters		-	L	-	-	-
Institutional						
Separately Regulated Institutional Uses						
Airports		C	C	C	C	C
Botanical Gardens & Arboretums		C	C	C	C	C
Cemeteries, Mausoleums, Crematories		C	C	C	C	C
Churches & Places of Religious Assembly		L	L	C	L	C
Correctional Placement Centers		C	C	C	C	C
Educational Facilities:						
Kindergarten through Grade 12		C	C	C	C	C
Colleges / Universities		C	C	-	C	C
Vocational / Trade School		P	P	-	P	P
Energy Generation & Distribution Facilities		P	C	C	C	P
Exhibit Halls & Convention Facilities		C	C	C	C	C
Flood Control Facilities		L	L	L	L	L
Historical Buildings Used for Purposes Not Otherwise Allowed		C	C	C	C	C
Homeless Facilities:						
Congregate Meal Facilities		C	-	C	C	C
Emergency Shelters		C	-	C	C	C
Homeless Day Centers		C	-	C	C	C
Hospitals, Intermediate Care Facilities & Nursing Facilities		C	C	C	C	C
Interpretive Centers		-	-	-	-	-
Museums		C	C	C	C	C
Major Transmission, Relay, or Communications Switching Stations		C	C	C	C	C
Satellite Antennas		L	L	L	L	L
Social Service Institutions		C	C	C	C	C
Wireless communication facility:						
Wireless communication facility in the *public right-of-way* with subterranean equipment adjacent to a non-residential use		L	L	L	L	L
Wireless communication facility in the *public right-of-way* with subterranean equipment adjacent to a residential use		N	N	N	N	N
Wireless communication facility in the *public right-of-way* with above ground equipment		C	C	C	C	C
Wireless communication facility outside the *public right-of-way*		L	L	L	L	L
Retail Sales						
Building Supplies & Equipment		P[11]	P[11]	-	P[11]	P[11]

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones				
	1st & 2nd >>	CC-				
	3rd >>	1-	2-	3-	4-	5-
	4th >>	1 2 3	1 2 3	4 5 6	1 2 3 4 5 6	1 2 3 4 5 6
Food, Beverages and Groceries		P(11)	P(11)	P(11)	P(11)	P(11)
Consumer Goods, Furniture, Appliances, Equipment		P(11)	P(11)	P(11)	P(11)	P(11)
Pets & Pet Supplies		P(11)	P(11)	P(11)	P(11)	P(11)
Sundries, Pharmaceutical, & Convenience Sales		P(11)	P(11)	P(11)	P(11)	P(11)
Wearing Apparel & Accessories		P(11)	P(11)	P(11)	P(11)	P(11)
Separately Regulated Retail Sales Uses						
Agriculture Related Supplies & Equipment		-	-	-	P	P
Alcoholic Beverage Outlets		L	L	L	L	L
Farmers' Markets						
Weekly Farmers' Markets		L	L	L	L	L
Daily Farmers' Market Stands		L	L	L	L	L
Plant Nurseries		P	P	P	P	P
Retail Farms		L	L	L	L	L
Swap Meets & Other Large Outdoor Retail Facilities		-	-	-	-	C
Commercial Services						
Building Services		-	-	-	P	P
Business Support		P	P	P	P	P
Eating & Drinking Establishments		P	P	P	P	P
Financial Institutions		P	P	P	P	P
Funeral & Mortuary Services		P	P	P	P	P
Instructional Studios		P	P	P	P	P
Maintenance & Repair		P	P	P	P	P
Off-site Services		-	-	-	P	P
Personal Services		P	P	P	P	P
Assembly & Entertainment		P	P	P	P	P
Radio & Television Studios		P	P	P	P	P
Visitor Accommodations		P	P	P	P	P
Separately Regulated Commercial Services Uses						
Adult Entertainment Establishments:						
Adult Book Store		L	L	L	L	L
Adult Cabaret		L	L	L	L	L
Adult Drive-In Theater		L	L	L	L	L
Adult Mini-Motion Picture Theater		L	L	L	L	L
Adult Model Studio		L	L	L	L	L
Adult Motel		L	L	L	L	L
Adult Motion Picture Theater		L	L	L	L	L
Adult Peep Show Theater		L	L	L	L	L
Adult Theater		L	L	L	L	L
Body Painting Studio		L	L	L	L	L
Massage Establishment		L	L	-	-	L
Sexual Encounter Establishment		L	L	L	L	L

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones				
	1st & 2nd >>	CC-				
	3rd >>	1-	2-	3-	4-	5-
	4th >>	1 2 3	1 2 3 4 5 6	1 2 3 4 5 6	1 2 3 4 5 6	1 2 3 4 5 6
Bed & Breakfast Establishments:						
1-2 Guest Rooms		P	P	P	P	P
3-5 Guest Rooms		P	P	P	P	P
6+ Guest Rooms		P	P	P	P	P
Boarding Kennels/Pet Day Care		L	L	L	L	L
Camping Parks		C	C	C	C	C
Child Care Facilities:						
Child Care Centers		L	-	L	L	L
Large Family Child Care Homes		L	-	L	L	L
Small Family Child Care Homes		L	-	L	L	L
Eating and Drinking Establishments Abutting Residentially Zoned Property		L	L	L	L	L
Fairgrounds		C	C	-	C	C
Golf Courses, Driving Ranges, and Pitch & Putt Courses		C	C	C	C	C
Helicopter Landing Facilities		C	C	C	C	C
Massage Establishments, Specialized Practice		L	L	L	L	L
Nightclubs & Bars over 5,000 square feet in size		C	C	C	C	C
Parking Facilities as a *Primary Use*:						
Permanent Parking Facilities		P	C	P	P	P
Temporary Parking Facilities		N	C	N	N	N
Private Clubs, Lodges and Fraternal Organizations		P	C	P	P	P
Privately Operated, Outdoor Recreation Facilities over 40,000 Square Feet in Size[9]		C	C	-	C	C
Pushcarts:						
Pushcarts on Private Property		L	L	L	L	L
Pushcarts in *public right-of-way*		N	N	N	N	N
Recycling Facilities:						
Large Collection Facility		N	N	N	N	N
Small Collection Facility		L	L	L	L	L
Large Construction & Demolition Debris *Recycling Facility*		-	-	-	-	-
Small Construction & Demolition Debris *Recycling Facility*		-	-	-	-	-
Drop-off Facility		L	L	L	L	L
Green Materials Composting Facility		-	-	-	-	-
Mixed Organic Composting Facility		-	-	-	-	-
Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic		-	-	-	-	-
Large Processing Facility Accepting All Types of Traffic		-	-	-	-	-
Small Processing Facility Accepting at Least		-	-	-	C	C

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**				
	1st & 2nd >>	**CC-**				
	3rd >>	1-	2-	3-	4-	5-
	4th >>	1 2 3	1 2 3	4 5 6	1 2 3 4 5 6	1 2 3 4 5 6
98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic						
Small Processing Facility Accepting All Types of Traffic		-	-	-	C	C
Reverse Vending Machines		L	L	L	L	L
Tire Processing Facility		-	-	-	-	-
Sidewalk Cafes		N	N	N	N	N
Sports Arenas & Stadiums		C	C	C	C	C
Theaters That Are Outdoor or over 5,000 Square Feet in Size		C	C	C	C	C
Urgent Care Facilities		N	N	N	N	N
Veterinary Clinics & Animal Hospitals		L	L	L	L	L
Zoological Parks		-	-	-	-	-
Offices						
Business & Professional		P	P	P	P	P
Government		P	P	P	P	P
Medical, Dental & Health Practitioner		P	P	P	P	P
Regional & Corporate Headquarters		P	P	P	P	P
Separately Regulated Office Uses						
Real Estate Sales Offices & Model Homes		L	-	L	L	L
Sex Offender Treatment & Counseling		L	L	L	L	L
Vehicle & Vehicular Equipment Sales & Service						
Commercial Vehicle Repair & Maintenance		-	-	-	P	P
Commercial Vehicle Sales & Rentals		-	-	-	P	P
Personal Vehicle Repair & Maintenance		P	P	-	P	P
Personal Vehicle Sales & Rentals		P	P	-	P	P
Vehicle Equipment & Supplies Sales & Rentals		P	P	-	P	P
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses						
Automobile Service Stations		N	N	N	N	N
Outdoor Storage & Display of New, unregistered Motor Vehicles as a *primary use*		C	C	-	C	C
Wholesale, Distribution, Storage						
Equipment & Materials Storage Yards		-	-	-	-	-
Moving & Storage Facilities		-	-	-	P	P
Warehouses		-	-	-	P(8)	P(8)
Wholesale Distribution		-	-	-	-	P(8)

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**				
	1st & 2nd >>	**CC-**				
	3rd >>	1-	2-	3-	4-	5-
	4th >>	1 2 3	1 2 3 4 5 6		1 2 3 4 5 6	1 2 3 4 5 6
Separately Regulated Wholesale, Distribution, and Storage Uses						
Impound Storage Yards		-	-	-	C	C
Junk Yards		-	-	-	-	-
Temporary Construction Storage Yards Located off-site		L	L	L	L	L
Industrial						
Heavy Manufacturing		-	-	-	-	-
Light Manufacturing		-	-	-	-	P[8]
Marine Industry		-	-	-	-	-
Research & Development		P	P	-	P	P
Trucking & Transportation Terminals		-	-	-	-	-
Separately Regulated Industrial Uses						
Extractive Industries		-	-	-	-	-
Hazardous Waste Research Facility		-	-	-	-	-
Hazardous Waste Treatment Facility		-	-	-	-	-
Marine Related Uses Within the Coastal Overlay Zone		C	C	C	C	C
Newspaper Publishing Plants		C	C	C	C	P
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises		-	-	-	-	-
Very Heavy Industrial Uses		-	-	-	-	-
Wrecking & Dismantling of Motor Vehicles		-	-	-	-	-
Signs						
Allowable *Signs*		P	P	P	P	P
Separately Regulated *Signs* Uses						
Community Entry *Signs*		L	L	L	L	L
Neighborhood Identification *Signs*		-	-	-	-	-
Reallocation of *Sign* Area Allowance		N	N	N	N	N
Revolving *Projecting Signs*		N	N	N	N	N
Signs with Automatic Changing Copy		N	N	N	N	N
Theater *Marquees*		N	N	N	N	N

Footnotes to Table 131-05B

1 Uses shall not begin operating before 6:00 a.m. or continue operating later than 12:00 midnight in CN zones.

2 See Section 131.0540.

3 Only office furniture, appliances, and equipment establishments are permitted. The *gross floor area* occupied by these uses shall not exceed 2,500 square feet for each *premises*.

4 Drive-in and drive-through restaurants, live entertainment, and the sale of intoxicating beverages other than beer and wine are not permitted in the CN zones.

5 The sale of alcoholic beverages is not permitted as a *primary use*.

6 The *gross floor area* occupied by these uses shall not exceed 2,500 square feet for each *premises*.

7 Hiring halls are not permitted.

[8] These activities shall be located solely within an enclosed building that does not exceed 7,500 square feet of *gross floor area*. Activities that would require a permit from the Hazardous Materials Management Division of the County of San Diego or from the San Diego Air Pollution Control District are not permitted.

[9] The 40,000 square feet includes all indoor and outdoor areas that are devoted to the recreational use; it does not include customer parking areas.

[10] This use is not allowed within the Coastal Overlay Zone.

[11] *Development* of a *large retail establishment* is subject to Section 143.0302.

[12] Within the Coastal Overlay Zone, instructional studios are not permitted on the ground *floor* in the CV-1-1 or CV-1-2 zone.

[13] Permitted in CV zones where the *gross floor area* occupied by an individual retail sales establishment would not exceed 2,500 square feet.

[14] Specialized practice massage establishments are permitted only as an *accessory use* in the CV-1-1 and CV-1-2 zones

[15] Residential use is not permitted within the CC-3-4 or CC-5-4 zone within the Barrio Logan Community Plan area.

§131.0530 Development Regulations of Commercial Zones

(a) Within the commercial zones, no *structure* or improvement shall be constructed, established, or altered, nor shall any *premises* be used unless the *premises* complies with the regulations and standards in this division and with any applicable development regulations in Chapter 13, Article 2 (Overlay Zones) and Chapter 14 (General and Supplemental Regulations).

(b) A Neighborhood Development Permit or Site Development Permit is required for the types of *development* identified in Table 143-03A.

(c) The regulations in this division apply to all proposed *development* in the commercial base zones whether or not a permit or other approval is required except where specifically identified.

§131.0531 Development Regulations Tables of Commercial Zones

The following development regulations apply in each of the commercial zones as shown in Tables 131-05C, 131-05D, and 131-05E.

(a) CN Zones

Table 131-05C
Development Regulations of CN Zones

Development Regulations [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones			
	1st & 2nd >>	CN-			
	3rd >>	1-	1-	1-	1-
	4th >>	1	2	3	4
Max permitted residential density[1]		3,000	1,500	1,500	1,000
Supplemental residential regulations [See Section 131.0540]		applies	applies	applies	applies
Lot area					
Min Lot Area (sf)		2,500	5,000	5,000	2,500
Max Lot Area (ac)		0.3	10	10	0.3
Lot dimensions					
Min Lot Width (ft)		25	50	50	25
Min *street frontage* (ft)		25	50	50	25
Min Lot Depth (ft)		100	--	--	--
***Setback* requirements**					
Min Front *setback* (ft) Max Front *setback* (ft) [See Section 131.0543(a)(1)]		-- 10[2]	-- --	-- 10[2]	-- 10[2]
Min Side *setback* (ft) Optional Side *setback* (ft) [See Section 131.0543(b)]		10 0	10 0	10 0	10 0
Side *Setback* abutting residential [See Section 131.0543(c)]		applies	applies	applies	applies
Min *Street* Side *setback* (ft) Max *Street* Side *setback* (ft) [See Section 131.0543(a)(1)]		-- 10[2]	-- --	-- 10[2]	-- 10[2]
Min Rear *setback* (ft) Optional Rear *setback* (ft) [See Section 131.0543(b)]		10 0	10 0	10 0	10 0
Rear *Setback* abutting residential [See Section 131.0543(c)]		applies	applies	applies	applies
Max *structure height* (ft)		30	30	30	60
Max *floor area ratio*		1.0[3]	1.0[3]	1.0[3]	1.0[3]
Floor Area Ratio bonus for residential mixed use ~~/ Minimum percentage of bonus required for residential use~~ [See Section 131.0546(a)]		0.5 ~~/100~~	0.75 ~~/50~~	0.75 ~~/50~~	1.2
Minimum Floor Area Ratio for residential use		0.5	0.38	0.38	0.6

Development Regulations [See Section 131.0530 for Development Regulations of Commercial Zones]	**Zone Designator**	**Zones**			
	1st & 2nd >>	**CN-**			
	3rd >>	1-	1-	1-	1-
	4th >>	1	2	3	4
Pedestrian paths [See Section 131.0550]		applies	applies	applies	applies
Transparency [See Section 131.0552]		applies	--	applies	applies
Building articulation [See Section 131.0554]		applies	applies	applies	applies
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies	applies	applies
Loading Dock and Overhead Door Screening Regulations [See Section 142.1030]		applies	applies	applies	applies

Footnotes for Table 131-05C

1 One dwelling unit per specified minimum square footage of lot area as determined in accordance with Section 113.0222.

2 See Section 131.0543(a)(2).

3 Within the Kearny Mesa Community Plan area, the maximum *floor area ratio* is 0.50 and the portion of the maximum allowed *gross floor area* that may be occupied by retail sales or eating and drinking establishments shall not exceed 70 percent.

(b) CR, CO, CV, and CP Zones

Table 131-05D
Development Regulations of CR, CO, CV, CP Zones

Development Regulations [See Section 131.0530 for Development Regulations of Commercial Zones]	**Zone Designator**	**Zones**							
	1st & 2nd >>	**CR-**		**CO-**			**CV-**		**CP-**
	3rd >>	1-	2-	1-		2-	1-		1-
	4th >>	1		1	2	1-	2-	1	2	1
Max permitted residential *density* (1)		1,500		1,000	1,500	-	-	1,500	1,500	--
Supplemental residential regulations [See Section 131.0540]		applies		applies	applies	applies	applies	applies	applies	--
Lot area										
Min Lot Area (sf)		15,000		5,000	5,000	5,000	5,000	15,000	5,000	--
Max Lot Area (ac)		--		--	--	--	--	--	--	--
Lot dimensions										
Min Lot Width (ft)		100		50	50	50	50	100	50	--
Min *street frontage* (ft)		100		50	50	50	50	100	50	--
Min Lot Depth (ft)		100		100	100	100	100	100	100	--
***Setback* requirements**										
Min Front *setback* (ft) Max Front *setback* (ft) [See Section 131.0543(a)(1)]		10 --		10 25(2)	10 --	10 25(2)	10 --	10 --	-- 10(2)	10 --
Min Side *setback* (ft) Optional Side *setback* (ft)		10 --		10 0(3)	10 0(3)	10 0(3)	10 0(3)	10 --	10 0(3)	10 --
Side *Setback* abutting residential		applies		applies	applies	applies	applies	applies	applies	applies

[See Section 131.0543(c)]								
Min *Street* Side *setback* (ft) Max *Street* Side *setback* (ft) [See Section 131.0543(a)(1)	10 --	10 25[2]	10 --	10 25[2]	10 --	-- --	-- 10[2]	-- --
Min Rear *setback* (ft) Optional Rear *setback* (ft)	10 --	10 0[3]	10 0[3]	10 0[3]	10 0[3]	10 --	10 0[3]	10 0[3]
Rear *Setback* abutting residential [See Section 131.0543(c)]	applies	applies	applies	applies	applies	applies	applies	applies
Max *structure height* (ft)	60	45	60	45	60	60	45	30
Min *lot coverage* (%)	--	--	--	--	--	--	35	--
Max *floor area ratio*	1.0[4]	0.75[4]	1.5[4]	0.75[4]	1.5[4]	2.0[4]	2.0[4]	1.0[4]
Floor Area Ratio bonus for residential mixed use~~/ Minimum percentage of bonus required for residential use~~ [See Section 131.0546(a)]	1.0~~/50~~	1.0 ~~/100~~	1.5	---	---	--	--	--
Minimum *Floor Area Ratio* for residential use	0.5	1.0	0.75	---	---	--	--	--
Floor Area Ratio bonus for child care [See Section 131.0546(b)]	applies	--	applies	--	applies	--	--	--
Pedestrian paths [See Section 131.0550]	applies	applies	applies	applies	applies	applies	applies	--
Transparency [See Section 131.0552]	--	applies	--	applies	--	--	applies	--
Building articulation [See Section 131.0554]	applies	applies	applies	applies	applies	applies	applies	--
***Street yard* parking restriction** [See Section 131.0555]	--	applies	--	applies	--	--	--	--
Parking lot orientation [See Section 131.0556]	applies	--	applies	--	applies	applies	applies	--
Refuse and Recyclable Material Storage [See Section 142.0805]	applies	applies	applies	applies	applies	applies	applies	applies
Loading Dock and Overhead Door Screening Regulations [See Section 142.1030]	applies	applies	applies	applies	applies	applies	applies	applies

Footnotes for Table 131-05D

1 One dwelling unit per specified minimum square footage of lot area as determined in accordance with Section 113.0222.

2 See section 131.0543(a)(2).

3 See section 131.0543(b).

4 Within the Kearny Mesa Community Plan area, the maximum *floor area ratio* is 0.50 and the portion of the maximum allowed *gross floor area* that may be occupied by retail sales or eating and drinking establishments shall not exceed 70 percent.

(c) CC Zones

Table 131-05E
Development Regulations of CC Zones

Development Regulation [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones					
	1st & 2nd >>	CC-					
	3rd >>	1- 2- 4- 5-	1- 2- 4- 5-	1- 2- 4- 5	3- 4- 5-	3- 4- 5-	3- 4- 5-
	4th >>	1	2	3	4	5	6
Max permitted residential density[1]		1,500	1,500	1,500	1,500	1,500	1,000
Supplemental residential regulations [See Section 131.0540]		applies	applies	applies	applies	applies	applies
Lot area							
Min Lot Area (sq. ft.)		5,000	5,000	5,000	2,500	2,500	2,500
Max Lot Area (ac)		--	--	--	--	--	--
Lot dimensions							
Min Lot Width (ft)		50	50	100	25	25	25
Min *street frontage* (ft)		50	50	100	25	25	25
Min Lot Depth (ft) Max Lot Depth (ft)		100 150	100 150	-- --	-- --	-- --	-- --
***Setback* requirements**							
Min Front *setback* (ft) Max Front *setback* (ft) [See Section 131.0543(a)(1)]		-- 100[2,3]	-- 100[2,3]	-- --	-- 10[2]	-- 10[2]	--
Min Side *setback* (ft) Optional Side *setback* (ft) [See Section 131.0543(b)]		10 0	10 0	10 0	10 0	10 0	10 0
Side *Setback* abutting residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies	applies
Min *Street* Side *setback* (ft) Max *Street* Side *setback* (ft) [See Section 131.0543(a)(1)]		-- --	-- --	-- --	-- 10[2]	-- 10[2]	-- 10[2]
Min Rear *setback* (ft) Optional Rear *setback* (ft) [See Section 131.0543(b)]		10 0	10 0	10 0	10 0	10 0	10 0
Rear *Setback* abutting residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies	applies
Max *structure height* (ft)		30	60	45	30	100	60
Min *lot coverage* (%)		--	--	--	35	35	35
Max *floor area ratio*		0.75[4]	2.0[4]	0.75[4]	1.0[4]	2.0[4]	2.0[4]
Floor Area Ratio bonus for residential mixed use~~/ Minimum percentage of bonus required for residential use~~ [See Section 131.0546(a)]		0.75~~/75~~	--	0.75~~/75~~	0.5~~/50~~	2.0~~/50~~	2.0

Development Regulation [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones					
	1st & 2nd >>	CC-					
	3rd >>	1-2-4-5-	1-2-4-5-	1-2-4-5	3-4-5-	3-4-5-	3-4-5-
	4th >>	1	2	3	4	5	6
Minimum *Floor Area Ratio* for residential use		0.56	--	0.56	0.25	1.0	1.0
Pedestrian paths [See Section 131.0550]		applies	applies	applies	applies	applies	applies
Transparency [See Section 131.0552]		---	---	---	applies	applies	applies
Building articulation [See Section 131.0554]		applies	applies	applies	applies	applies	applies
Parking *lot* orientation [See Section 131.0556]		applies	applies	applies	-	-	-
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies	applies	applies	applies	applies
Loading Dock and Overhead Door Screening Regulations [See Section 142.1030]		applies	applies	applies	applies	applies	applies

Footnotes for Table 131-05E

[1] One dwelling unit per specified minimum square feet of lot area as determined in accordance with Section 113.0222.

[2] See Section 131.0543(a)(2).

[3] See Section 131.0543(a)(3).

[4] Within the Kearny Mesa Community Plan area, the maximum *floor area ratio* is 0.50 and the portion of the maximum allowed *gross floor area* occupied by retail sales or eating and drinking establishments shall not exceed 70 percent.

§131.0540 Maximum Permitted Residential Density and Other Residential Regulations

The following regulations apply to all residential *development* within commercial zones:

(a) Residential *Development* as a Permitted Use.

Residential *development* is permitted in commercial zones only where it is identified in Table 131-05B.

(b) Mixed-Use or Multi-Use Requirement. Residential *development* is permitted only when a commercial *structure* exists on the *premises* or is a part of the proposed *development*. For purposes of this section a commercial *structure* shall be required to have a minimum ground *floor* height of 13 feet.

(c) Ground *Floor* Restrictions.

(1) Residential use and residential parking are prohibited on the ground *floor* in the front half of the *lot*, except in the CC-3-4, CC-3-5, CC-3-6, CC-4-4, CC-4-5, CC-4-6, CC-5-4, CC-5-5, CC-5-6, and CV-1-2

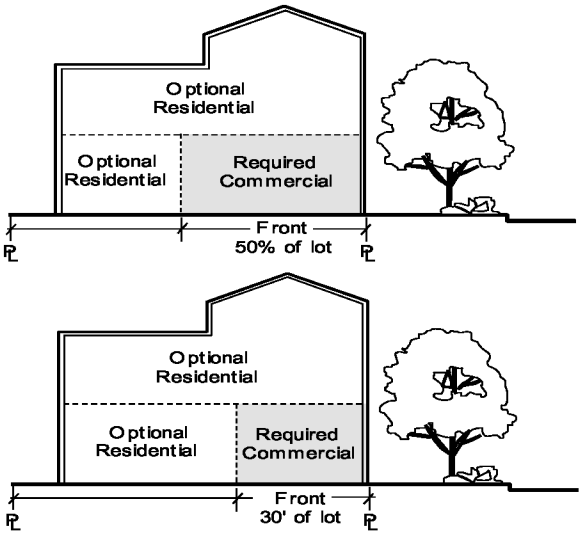
zones, where these uses are prohibited on the ground *floor* in the front 30 feet of the *lot* as shown in Diagram 131-05A.

(2) Within the Coastal Overlay Zone~~,~~.

(A) ~~r~~Required parking cannot occupy more than 50 percent of the ground floor in the CV-1-1 or CV-1-2 zones.

(B) Residential uses are not permitted on the ground floor.

Diagram 131-05A
Ground Floor Restriction



(d) Residential *Development*. Where residential *development* is permitted, the development regulations of the RM-1-1, RM-2-5, and RM-3-7 zones as appropriate according to the maximum permitted residential *density* apply, except that the lot area, lot dimensions, *setback*, *floor area ratio*, and *structure height* requirements of the applicable commercial zone apply.

(e) Non owner occupants must reside on the premises for a minimum of 7 consecutive calendar days.

~~(f) Within the Coastal Overlay Zone, residential uses are not permitted on the ground floor.~~

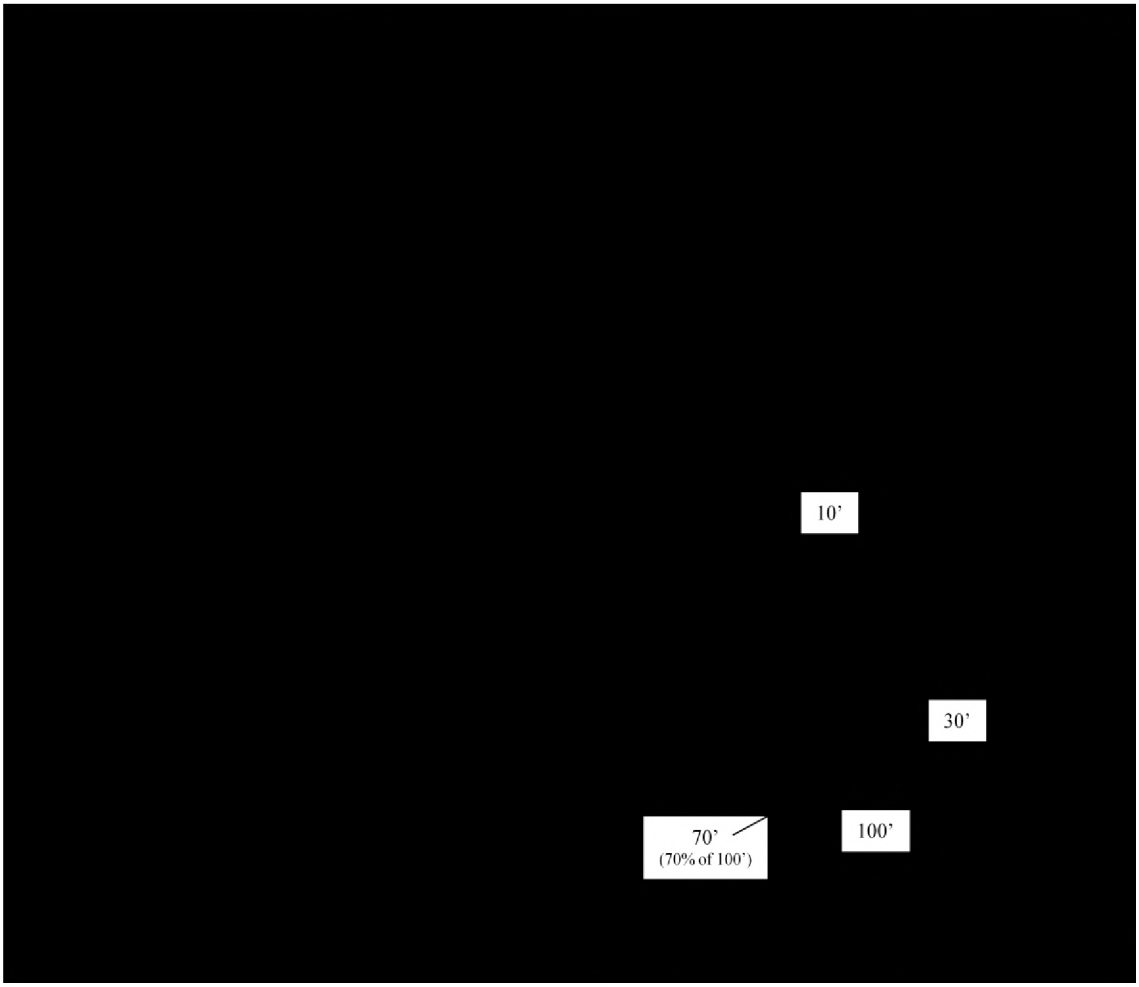
§131.0543 Setback Requirements for Commercial Zones

Setback requirements are specified in Tables 131-05C, 131-05D, and 131-05E and are subject to the following exceptions and additional regulations:

(a) Front and *Street* Side *Setback* Requirements

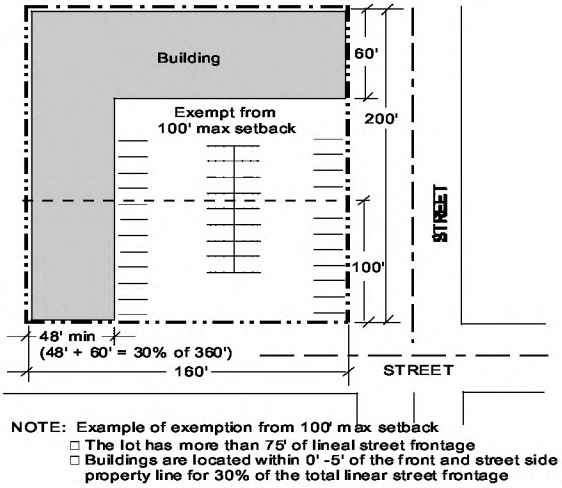
(1) Off-street parking in all commercial zones may be located within the required front *yard* and required street side yard adjoining the required landscaped strip abutting *public rights-of-way*.

(2) In the CN, CO, CV, and CC zones with a maximum front or *street* side *setback* as shown in Tables 131-05C, 131-05D, and 131-05E, the maximum *setback* shall apply to only 70 percent of the *street frontage*. The remaining 30 percent is not required to observe the maximum *setback* and may be located farther from the *property line*. See Diagram 131-05B.



(3) In the CC-1-1, CC-1-2, CC-2-1, CC-2-2, CC-4-1, CC-4-2, CC-5-1, and CC-5-2 zones, the 100-foot maximum front *setback* does not apply to *lots* with more than 75 feet of *street frontage* if the proposed *development* is within 10 feet of the front or *street* side *property line* for at least 30 percent of the *street frontage*. See Diagram 131-05C.

Diagram 131-05C
Exception to Maximum Setback



(b) Minimum Side and Rear *Setback*
In zones that require a 10-foot minimum side or rear *setback* and provide the option for no side or rear *setbacks* as shown in Tables 131-05C, 131-05D, and 131-05E, the *structure* shall either be placed at the *property line* or shall be set back at least 10 feet.

(c) Commercial *Development* Abutting Residentially Zoned Properties

(1) The minimum side *setback* for *structures* placed at the side *property line* is as follows. Any portion of the *structure* exceeding 15 feet in height shall be stepped back from the side *property line* 10 feet, or 10 percent of the lot width but not less than 5 feet, whichever is less. Each 15 feet in height above 30 feet shall be stepped back at least 3 feet from the minimum *setback* of that portion of the *structure* immediately below.

(2) Minimum rear *setback* for *structures* placed at the rear *property line* is as follows. Any portion of the *structure* exceeding 15 feet in height shall be stepped back from the rear *property line* 10 feet, or 10 percent of the lot depth but not less than 5 feet, whichever is less. Each 15 feet in height above 30 feet shall be stepped back at least 3 feet from the minimum *setback* of that portion of the *structure* immediately below.

(3) For side and rear *yards*, if the *structure* is set back 10 feet or more from the *property line*, each 15 feet in height above 30 feet shall be

stepped back at least 3 feet from the minimum *setback* of that portion of the *structure* immediately below.

§131.0546 Maximum Floor Area Ratio

Maximum *floor area ratio* is specified in Tables 131-05C, 131-05D, 131-05E and is subject to the following additional regulations:

(a) *Floor Area Ratio* Bonus for Mixed Use
A *floor area ratio* bonus is provided in some commercial zones, as indicated in Tables 131-05C, 131-05D, and 131-05E, for residential uses that are developed as a part of a mixed-use project. A ~~minimum percentage of the FAR bonus~~ minimum required residential *floor area ratio* is shown in the tables~~, which~~ and must be applied toward the residential portion of the project. The remainder of the bonus may be used for either commercial or residential uses.

(b) Child Care Facilities Bonus
In the CR-1-1, CR-2-1, and CO-1-2 zones, a bonus over the otherwise maximum allowable *gross floor area* is permitted at the rate of 4 square feet of additional *gross floor area* for each 1 square foot of *gross floor area* devoted to the *child care facility*. The area designated for the facility must be used for child care for a minimum of 10 years and must be in compliance with the requirements of Section 141.0606 (Child Care Facilities).

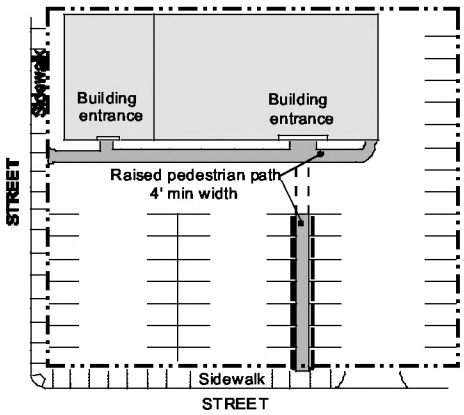
§131.0550 Pedestrian Paths

Where pedestrian paths are required in Tables 131-05C, 131-05D, or 131-05E, the number, location, and design of the paths shall be in accordance with the following.

(a) Each commercial tenant space shall be accessible from an abutting public *street* by a pedestrian path that is at least 4 feet wide as shown on Diagram 131-05D. The path shall be continuous, clear of obstructions, easily identifiable as a pedestrian path, and visually distinguishable from other hardscaping. Pedestrian paths shall be separated from vehicular access areas by wheelstops, curbs, landscaping, or other physical barriers, except when crossing driveways or aisles.

(b) At least one pedestrian path shall be provided for each property frontage on an improved public *street* when at some point along the frontage the difference in elevation between the sidewalk in the *public right-of-way* and the building or vehicle use area closest to the abutting *street frontage* is less than 4 feet, as shown in Diagram 131-05D. For a *premises* with more than three frontages, only three pedestrian paths are required.

Diagram 131-05D
Pedestrian Paths

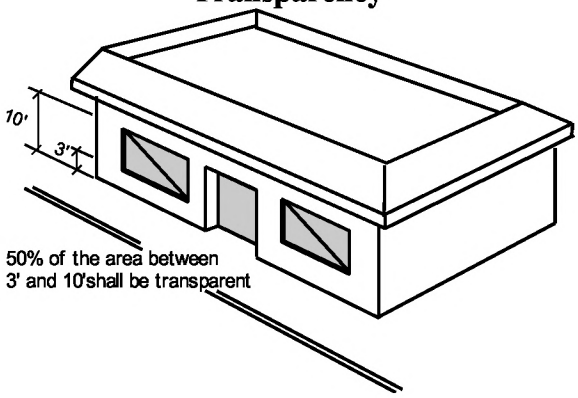


(c) Building entrances located at the front or *street* side *property line*, where the building *setback* is zero, qualify as a required pedestrian path.

§131.0552 Transparency

Where transparency is required by Tables 131-05C, 131-05D, or 131-05E, a minimum of 50 percent of *street wall* area between 3 and 10 feet above the sidewalk shall be transparent, with clear glass visible into a commercial or residential use. Windows or other transparent materials that provide visibility into a garage or similar area do not count toward the required transparency. See Diagram 131-05E.

Diagram 131-05E
Transparency



§131.0554 Building Articulation

Where building articulation is required by Tables 131-05C, 131-05D, or 131-05E, the following regulations apply.

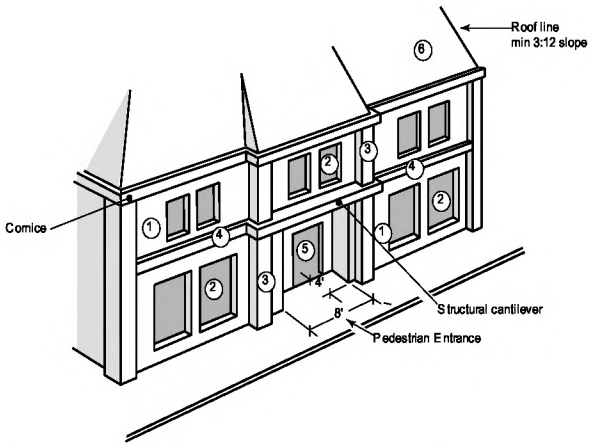
(a) All building elevations fronting a *public right-of-way* shall be composed of offsetting planes that provide relief in the *building facade* by insetting or projecting surfaces (planes) of the building. The minimum number of offsetting planes and the minimum horizontal separation between planes is based on the length of the new *building facade*, as shown in Table 131-05F.

Table 131-05F
Offsetting Plane Requirements

Length of New *Building Façade*	**Number of Offsetting Planes Required**
25 ft or less	2 with a minimum separation of 3 inches
More than 25 ft. but less than or equal to 50 ft	4 planes consisting of : 2 with a minimum separation of 3 inches, and 2 with a minimum separation of 8 inches
More than 50 ft. but less than or equal to 100 ft	6 planes consisting of: 2 with a minimum separation of 3 inches, and 2 with a minimum separation of 8 inches, and 2 with a minimum separation of 3 feet
More than 100 ft	6 planes consisting of: 2 with a minimum separation of 3 inches, and 2 with a minimum separation of 8 inches, and 2 with a minimum separation of 3 feet, and plus 1 additional plane for each 50 feet of *building facade* length over 100 feet (maximum of 3 additional planes required with a minimum separation of 5 feet).

(1) For purposes of this section, the area of a plane may include separate surfaces that are non-contiguous but which all lie in the same plane. Each numbered surface of the building shown in Diagram 131-05F represents a different plane of the building facade. The sum of the area of each plane labeled with the same number in Diagram 131-05F is the total area of that plane.

Diagram 131-05F
Building Articulation



(2) For purposes of this section, an offset is the distance between two different planes of a *building facade* measured perpendicularly to the plane surface (for example, the dimension between plane 1 and 2 in Diagram 131-05F).

(b) Where a 3-inch or 8-inch offset between planes is required, the total area of any single offsetting plane shall be more than 5 percent and less than 50 percent of the total *building facade* area on that frontage.

(c) Where a 3-foot or 5-foot offset between planes is required, the total area of any single offsetting plane shall be more than 10 percent and less than 50 percent of the total *building facade* area on that frontage.

(d) The following elements of a *building facade* may be used to satisfy any one required building plane:

(1) Roofs with a minimum pitch from eave to peak of 3:12 (3 vertical feet to 12 horizontal feet) and a minimum area of 10 percent of the building elevation fronting on a *public right-of-way*;

(2) Pedestrian entrances with a minimum offset dimension of 4 feet from the primary plane of the *building facade* and a minimum width of 8 feet;

(3) A cornice equal to at least 70 percent of the length of the *building facade* that has a minimum offset of 1 foot, located along the *street wall*; and

(4) Structural cantilevers with combined lengths totaling at least 30 percent of the length of the *building facade*, with an average offset of at least 2 feet, located along the *street wall*. *Roof eaves* do not count as offsetting planes.

§131.0555 Parking Restriction

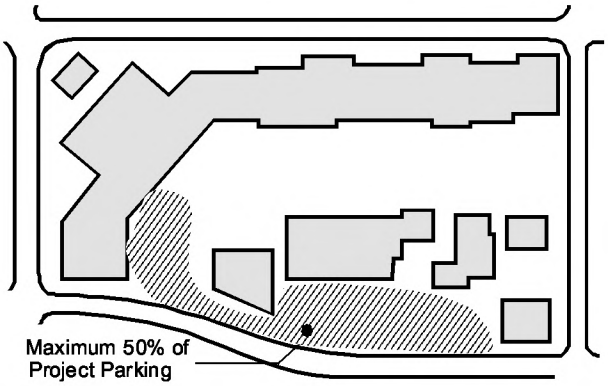
In the CO-1-1 zone, parking is not permitted in the required front and street side yard.

§131.0556 Parking Lot Orientation

In all zones where the parking lot orientation regulation applies, as indicated in Table 131-05D or 131-05E, proposed *development* with over 100,000 square feet of *gross floor area* and more than one *street frontage* shall locate no more than 50 percent of the *vehicular use area* between the longest *street frontage* providing public access to the *premises* and a building or buildings.

Diagram 131-05G
Parking Lot Orientation Restriction

Parking Lot Orientation Restriction



Article 1: Base Zones

Division 6: Industrial Base Zones

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0601 Purpose of Industrial Zones

The purpose of the industrial zones is to accommodate a range of industrial and manufacturing activities in designated areas to promote a balanced land use and economy and to encourage employment growth. The industrial zones are intended to provide flexibility in the design of new and redeveloped industrial projects while assuring high quality *development* and to protect land for industrial uses and limit nonindustrial uses.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0602 Purpose of the IP (Industrial--Park) Zones

(a) The purpose of the IP zones is to provide for high quality science and business park *development*. The property *development* standards of this zone are intended to create a campus-like environment characterized by comprehensive site design and substantial landscaping. Restrictions on permitted uses and *signs* are provided to minimize commercial influence.

(b) The IP zones are differentiated based on the uses allowed as follows:

- IP-1-1 allows research and development uses with some limited manufacturing
- IP-2-1 allows a mix of light industrial and office uses

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0603 Purpose of the IL (Industrial--Light) Zones

(a) The purpose of the IL zones is to provide for a wide range of manufacturing and distribution activities. The *development* standards of this zone are intended to encourage sound industrial *development* by providing an attractive environment free from adverse impacts associated with some heavy industrial uses. The IL zones are intended to permit a range of uses, including nonindustrial uses in some instances.

(b) The IL zones are differentiated based on the uses allowed as follows:

- IL-1-1 allows primarily light industrial uses
- IL-2-1 allows a mix of light industrial and office uses with limited commercial
- IL-3-1 allows a mix of light industrial, office, and commercial uses

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0604 Purpose of the IH (Industrial--Heavy) Zones

(a) The purpose of the IH zones is to provide space for land-intensive industrial activities emphasizing base-sector manufacturing. The IH zones are intended to promote efficient industrial land use with minimal *development* standards, while providing proper safeguards for adjoining properties and the community in general. It is the intent of these zones to limit the presence of nonindustrial uses in order to preserve land that is appropriate for large-scale industrial users.

(b) The IH zones are differentiated based on the uses allowed as follows:

- IH-1-1 allows primarily manufacturing uses
- IH-2-1 allows manufacturing uses with some office

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0605 Purpose of the IS (Industrial--Small Lot) Zone

The purpose of the IS zone is to provide for small-scale industrial activities within urbanized areas. It is intended that the IS zones permit a wide range of industrial and nonindustrial land uses to promote economic vitality and a neighborhood scale in *development*. The property development regulations of the IS zone are intended to accommodate the *development* of small and medium sized industrial and commercial activities by providing reduced lot area, landscaping, and parking requirements.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0615 Where Industrial Zones Apply

On the effective date of Ordinance O-18691, all industrial zones that were established in Municipal Code Chapter 10, Article 1, Division 4 were amended and replaced with the base zones established in this division.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 11-13-2008 by O-19801 N.S.; effective 12-13-2008.)

§131.0620 Use Regulations of Industrial Zones

The regulations of Section 131.0622 apply in the industrial zones unless otherwise specifically provided by footnotes indicated in Table 131-06B. The uses permitted in any zone may be further limited if *environmentally sensitive lands* are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) Within the industrial zones, no *structure* or improvement, or portion thereof, shall be constructed, established, or altered, nor shall any *premises* be used or maintained except for one or more of the purposes or activities listed in Table 131-06B. It is unlawful to establish, maintain, or use any *premises* for any purpose or activity not listed in this section and Section 131.0622.

(b) All uses or activities permitted in the industrial zones shall be conducted entirely within an enclosed building unless the use or activity is traditionally conducted outdoors.

(c) *Accessory uses* in the industrial zones may be permitted in accordance with Section 131.0125.

(d) Temporary uses may be permitted in the industrial zones for a limited period of time with a Temporary Use Permit in accordance with Chapter 12, Article 3, Division 4.

(e) For any use that cannot be readily classified, the City Manager shall determine the appropriate use category and use subcategory pursuant to Section 131.0110.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0622 Use Regulations Table for Industrial Zones

The uses allowed in the industrial zones are shown in Table 131-06B.

Legend for Table 131-06B

Symbol in Table 131-06B	Description of Symbol
P	Use or use category is permitted. Regulations pertaining to a specific use may be referenced.
L	Use is permitted with limitations, which may include location limitations or the requirement for a use or *development permit*. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
N	Neighborhood Use Permit Required. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
C	Conditional Use Permit Required. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
-	Use or use category is not permitted.

Table 131-06B
Use Regulations Table for Industrial Zones

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**							
	1st & 2nd >	**IP-**		**IL-**			**IH-**		**IS-**
	3rd >>	1-	2-	1-	2-	3-	1-	2-	1-
	4th >>	1	1	1	1	1	1	1	1
Open Space									
Active Recreation		P	P	-	P	P	-	P	P
Passive Recreation		P	P	-	-	-	-	-	-
Natural Resources Preservation		-	-	-	-	-	-	-	-
Park Maintenance Facilities		-	-	-	-	-	-	-	-
Agriculture									
Agricultural Processing		-	-	-	-	-	-	-	-
Aquaculture Facilities		-	-	P	P	P	P	P	P
Dairies		-	-	-	-	-	-	-	-
Horticulture Nurseries & Greenhouses		-	-	P	-	P	P	P	-
Raising & Harvesting of Crops		-	-	P	-	P	P	P	-
Raising, Maintaining & Keeping of Animals		-	-	-	-	-	-	-	-
Separately Regulated Agriculture Uses									
Agricultural Equipment Repair Shops		-	-	P	P	P	P	P	P
Commercial Stables		-	-	-	-	-	-	-	-
Community Gardens		-	-	N	-	N	N	N	N
Equestrian Show & Exhibition Facilities		-	-	-	-	-	-	-	-
Open Air Markets for the Sale of Agriculture-related Products & Flowers		-	-	-	-	-	-	-	-
Residential									
Mobilehome Parks		-	-	-	-	-	-	-	-
Multiple Dwelling Units		-	-	-	-	-	-	-	-

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**							
	1st & 2nd >	**IP-**		**IL-**			**IH-**		**IS-**
	3rd >>	1-	2-	1-	2-	3-	1-	2-	1-
	4th >>	1	1	1	1	1	1	1	1
Rooming House [See Section 131.0112(a)(3)(A)]		-	-	-	-	-	-	-	
Single Dwelling Units		-	-	-	-	-	-	-	-
Separately Regulated Residential Uses									
Boarder & *Lodger* Accommodations		-	-	-	-	-	-	-	-
Companion Units		-	-	-	-	-	-	-	-
Employee Housing:									
6 or Fewer Employees		-	-	-	-	-	-	-	-
12 or Fewer Employees		-	-	-	-	-	-	-	-
Greater than 12 Employees		-	-	-	-	-	-	-	-
Fraternities, Sororities and Student Dormitories		-	-	-	-	-	-	-	-
Garage, Yard, & Estate Sales		-	-	-	-	-	-	-	-
Guest Quarters		-	-	-	-	-	-	-	-
Home Occupations		-	-	-	-	-	-	-	-
Housing for Senior Citizens		-	-	-	-	-	-	-	-
Live/Work Quarters		-	-	-	-	-	-	-	L
Residential Care Facilities:									
6 or Fewer Persons		-	-	-	-	-	-	-	-
7 or More Persons		-	-	-	-	-	-	-	-
Transitional Housing:									
6 or Fewer Persons		-	-	-	-	-	-	-	-
7 or More Persons		-	-	-	-	-	-	-	-
Watchkeeper Quarters		L	L	L	L	L	L	L	L
Institutional									
Separately Regulated Institutional Uses									
Airports		C	C	C	C	C	C	C	C

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**							
	1st & 2nd >	**IP-**		**IL-**			**IH-**		**IS-**
	3rd >>	1-	2-	1-	2-	3-	1-	2-	1-
	4th >>	1	1	1	1	1	1	1	1
Botanical Gardens & Arboretums		-	-	-	-	-	-	-	-
Cemeteries, Mausoleums, Crematories		C	C	C	C	C	C	C	C
Churches & Places of Religious Assembly		C	C	-	C	L	-	-	C
Correctional Placement Centers		C	C	C	C	C	C	C	C
Educational Facilities:									
Kindergarten through Grade 12		-	C	-	C	C	-	-	C
Colleges / Universities		C	C	-	C	C	-	C	C
Vocational / Trade School		-	-	-	P	P	-	P	P
Energy Generation & Distribution Facilities		C	C	P	C	P	P	P	C
Exhibit Halls & Convention Facilities		-	C	C	C	C	C	C	C
Flood Control Facilities		L	L	L	L	L	L	L	L
Historical Buildings Used for Purposes Not Otherwise Allowed		C	C	C	C	C	C	C	C
Homeless Facilities:									
Congregate Meal Facilities		-	C	-	C	C	-	C	C
Emergency Shelters		-	C	-	C	C	-	C	C
Homeless Day Centers		-	C	-	C	C	-	C	C
Hospitals, Intermediate Care Facilities & Nursing Facilities		C	C	-	C	C	-	C	C
Interpretive Centers		-	-	-	-	-	-	-	-
Museums		-	-	-	-	-	-	-	-
Major Transmission, Relay, or Communications Switching Stations		C	C	C	C	C	P	C	C
Satellite Antennas		L	L	L	L	L	L	L	L
Social Service Institutions		C	C	C	C	C	-	-	C
Wireless communication facility:									

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**							
	1st & 2nd >	**IP-**		**IL-**			**IH-**		**IS-**
	3rd >>	1-	2-	1-	2-	3-	1-	2-	1-
	4th >>	1	1	1	1	1	1	1	1
Wireless communication facility in the *public right-of-way* with subterranean equipment adjacent to a non-residential use		L	L	L	L	L	L	L	L
Wireless communication facility in the *public right-of-way* with subterranean equipment adjacent to a residential use		N	N	N	N	N	N	N	N
Wireless communication facility in the *public right-of-way* with above ground equipment		C	C	C	C	C	C	C	C
Wireless communication facility outside the *public right-of-way*		L	L	L	L	L	L	L	L
Retail Sales									
Building Supplies & Equipment		-	-	P(6, 15)	P(15)	P(15)	-	P(6, 15)	P(15)
Food, Beverages and Groceries		-	-	-	-	P(15)	-	-	-
Consumer Goods, Furniture, Appliances, Equipment		-	-	-	P(2, 15)	P(15)	-	-	P(3, 15)
Pets & Pet Supplies		-	-	-	-	P(15)	-	-	-
Sundries, Pharmaceuticals, & Convenience Sales		-	P(5, 15)	P(5, 15)	P(5, 15)	P(15)	P(5, 15)	P(5, 15)	P(4, 15)
Wearing Apparel & Accessories		-	-	-	P(3, 15)	P(3, 15)	-	-	P(3, 15)
Separately Regulated Retail Sales Uses									
Agriculture Related Supplies & Equipment		-	-	-	P	P	P	P	P
Alcoholic Beverage Outlets		-	-	-	-	L	-	-	-
Plant Nurseries		-	-	-	-	P	-	P	P
Swap Meets & Other Large Outdoor Retail Facilities		-	-	C	C	C	C	C	C
Commercial Services									
Building Services		-	-	P	P	P	-	P	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**							
	1st & 2nd >	**IP-**		**IL-**			**IH-**		**IS-**
	3rd >>	1-	2-	1-	2-	3-	1-	2-	1-
	4th >>	1	1	1	1	1	1	1	1
Business Support		-	P(8)	P(8)	P	P	-	P(8)	P
Eating & Drinking Establishments		-	P(7)	P(7)	P(7)	P	-	P(7)	P(4)
Financial Institutions		-	P	-	P	P	-	-	P
Funeral & Mortuary Services		-	-	-	P	P	-	P	-
Maintenance & Repair		-	-	P	P	P	-	-	P
Off-site Services		-	P	P	P	P	-	P	P
Personal Services		-	-	-	P(9)	P(9)	-	-	-
Assembly & Entertainment		-	-	-	P(11)	P	-	-	P(12)
Radio & Television Studios		-	P	P	P	P	-	P	P
Visitor Accommodations		-	-	-	-	-	-	-	-
Separately Regulated Commercial Services Uses									
Adult Entertainment Establishments:									
Adult Book Store		-	-	-	L	L	-	L	L
Adult Cabaret		-	-	-	-	L	-	-	-
Adult Drive-in Theater		-	-	-	L	L	-	-	-
Adult Mini-Motion Picture Theater		-	-	-	L	L	-	-	L
Adult Model Studio		-	-	-	L	L	-	-	-
Adult *Motel*		-	-	-	-	-	-	-	-
Adult Motion Picture Theater		-	-	-	L	L	-	-	L
Adult Peep Show Theater		-	-	-	L	L	-	-	L
Adult Theater		-	-	-	L	L	-	-	L
Body Painting Studio		-	-	-	L	L	-	-	-
Massage Establishment		-	-	-	-	L	-	-	-
Sexual Encounter Establishment		-	-	-	-	-	-	-	-
Bed & Breakfast Establishments:									

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**							
	1st & 2nd >	**IP-**		**IL-**			**IH-**		**IS-**
	3rd >>	1-	2-	1-	2-	3-	1-	2-	1-
	4th >>	1	1	1	1	1	1	1	1
1-2 Guest Rooms		-	-	-	-	-	-	-	-
3-5 Guest Rooms		-	-	-	-	-	-	-	-
6+ Guest Rooms		-	-	-	-	-	-	-	-
Boarding Kennels		-	C	C	C	C	C	C	C
Camping Parks		-	-	-	-	-	-	-	-
Child Care Facilities:									
Child Care Centers		L	L	-	L	L	-	L	L
Large Family Child Care Homes		-	-	-	-	-	-	-	-
Small Family Child Care Homes		-	-	-	-	-	-	-	-
Eating and Drinking Establishments Abutting Residentially Zoned Property		-	-	-	-	L	-	-	-
Fairgrounds		-	C	C	C	C	C	C	C
Golf Courses, Driving Ranges, and Pitch & Putt Courses		-	C	C	C	C	C	C	C
Helicopter Landing Facilities		C	C	C	C	C	C	C	C
Instructional Studios		-	-	-	-	P	-	-	P
Massage Establishments, Specialized Practice		-	-	-	-	L	-	-	-
Nightclubs & Bars over 5,000 square feet in size		-	-	-	-	-	-	-	-
Parking Facilities as a *Primary Use*:									
Permanent Parking Facilities		C	C	P	C	P	P	P	C
Temporary Parking Facilities		C	C	N	C	N	N	N	C
Private Clubs, Lodges and Fraternal Organizations		C	C	C	C	C	C	C	C
Privately Operated, Outdoor Recreation Facilities over 40,000 square feet in size(13)		C	C	C	C	C	C	C	C
Pushcarts:									
Pushcarts on Private Property		L	L	L	L	L	L	L	L

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**							
	1st & 2nd >	**IP-**		**IL-**			**IH-**		**IS-**
	3rd >>	1-	2-	1-	2-	3-	1-	2-	1-
	4th >>	1	1	1	1	1	1	1	1
Pushcarts in Public Right of Way		N	N	N	N	N	N	N	N
Recycling Facilities:									
Large Collection Facility		L	N	N	N	N	L	L	N
Small Collection Facility		L	L	L	L	L	L	L	L
Large Construction & Demolition Debris *Recycling Facility*		-	-	N	-	C	C	N	-
Small Construction & Demolition Debris *Recycling Facility*		-	-	N	-	C	N	N	-
Drop-off Facility		L	L	L	L	L	L	L	L
Green Materials Composting Facility		-	-	N	-	N	N	N	-
Mixed Organic Composting Facility		-	-	C	-	C	N	N	-
Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic		-	C	L	L	L	L	L	C
Large Processing Facility Accepting All Types of Traffic		-	C	N	N	N	N	N	C
Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic		-	N	L	L	L	L	L	N
Small Processing Facility Accepting All Types of Traffic		-	N	N	N	N	N	N	N
Reverse Vending Machines		L	L	L	L	L	L	L	L
Tire Processing Facility		-	-	C	-	C	C	C	-
Sidewalk Cafes		-	N	N	N	N	-	N	N
Sports Arenas & Stadiums		-	C	-	C	C	-	C	-

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**							
	1st & 2nd >	**IP-**		**IL-**			**IH-**		**IS-**
	3rd >>	1-	2-	1-	2-	3-	1-	2-	1-
	4th >>	1	1	1	1	1	1	1	1
Theaters that are outdoor or over 5,000 square feet in size		-	C	-	C	C	-	C	-
Urgent Care Facilities		-	L	-	L	P	-	L	L
Veterinary Clinics & Animal Hospitals		-	C	C	C	P	C	C	C
Zoological Parks		-	-	-	-	-	-	-	-
Offices									
Business & Professional		-	P	-	P	P	-	-	P
Government		-	P	-	P	P	-	P	P
Medical, Dental, & Health Practitioner		-	-	-	P	P	-	-	P
Regional & Corporate Headquarters		P(1)	P	P(1)	P	P	-	P(14)	P
Separately Regulated Office Uses									
Real Estate Sales Offices & Model Homes		-	-	-	-	-	-	-	-
Sex Offender Treatment & Counseling		-	L	-	L	L	-	-	L
Vehicle & Vehicular Equipment Sales & Service									
Commercial Vehicle Repair & Maintenance		-	-	P	P	P	P	P	P
Commercial Vehicle Sales & Rentals		-	-	P	P	P	P	P	P
Personal Vehicle Repair & Maintenance		-	-	P	P	P	-	-	P
Personal Vehicle Sales & Rentals		-	-	P	P	P	-	P	P
Vehicle Equipment & Supplies Sales & Rentals		-	-	P	-	P	P	P	P
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses									
Automobile Service Stations		L	L	L	L	L	L	L	L
Outdoor Storage & Display of New, Unregistered Motor Vehicles as a *primary use*		-	-	P	P	P	P	P	P
Wholesale, Distribution, Storage									

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**							
	1st & 2nd >	**IP-**		**IL-**			**IH-**		**IS-**
	3rd >>	1-	2-	1-	2-	3-	1-	2-	1-
	4th >>	1	1	1	1	1	1	1	1
Equipment & Materials Storage Yards		-	-	P	P	P	P	P	P
Moving & Storage Facilities		-	-	P	P	P	P	P	P
Warehouses		-	-	P	P	P	P	P	P
Wholesale Distribution		-	P	P	P	P	P	P	P
Separately Regulated Wholesale, Distribution, and Storage Uses									
Impound Storage Yards		-	-	P	P	P	P	P	P
Junk Yards		-	-	C	C	C	C	C	C
Temporary Construction Storage Yards Located off-site		L	L	L	L	L	L	L	L
Industrial									
Heavy Manufacturing		-	-	-	-	-	P	P	-
Light Manufacturing		P(10)	P	P	P	P	P	P	P
Marine Industry		-	-	P	P	P	P	P	P
Research & Development		P	P	P	P	P	P	P	P
Trucking & Transportation Terminals		-	-	P	-	P	P	P	P
Separately Regulated Industrial Uses									
Hazardous Waste Research Facility		C	C	C	C	C	C	C	C
Hazardous Waste Treatment Facility		C	C	C	C	C	C	C	C
Marine Related Uses Within the Coastal Overlay Zone		-	-	P	P	P	P	P	P
Mining and Extractive Industries		-	C	C	C	C	C	C	C
Newspaper Publishing Plants		C	P	P	P	P	P	P	P
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises		-	-	P	P	P	P	P	P
Very Heavy Industrial Uses		-	-	-	-	-	C	C	-
Wrecking & Dismantling of Motor Vehicles		-	-	C	C	C	P	C	C

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	**Zone Designator**	**Zones**							
	1st & 2nd >	**IP-**		**IL-**			**IH-**		**IS-**
	3rd >>	1-	2-	1-	2-	3-	1-	2-	1-
	4th >>	1	1	1	1	1	1	1	1
Signs									
Allowable *Signs*		P	P	P	P	P	P	P	P
Separately Regulated *Signs* Uses									
Community Entry *Signs*		L	L	L	L	L	L	L	L
Neighboorhood Identification *Signs*		-	-	-	-	-	-	-	-
Reallocation of *Sign* Area Allowance		N	N	N	N	N	N	N	N
Revolving *Projecting Signs*		N	N	N	N	N	N	N	N
Signs with Automatic Changing Copy		N	N	N	N	N	N	N	N
Theater *Marquees*		-	-	-	N	N	-	-	-

Footnotes for Table 131-06B

1 A regional and corporate headquarters establishment shall have a *gross floor area* of at least 40,000 square feet.
2 Household and office furniture, appliances, and equipment sales establishments shall occupy an area of at least 5,000 square feet in *gross floor area* unless the sales are of items that are manufactured on the same *premises*.
3 See Section 131.0623(g).
4 See Section 131.0623(h)
5 See Section 131.0623(a).
6 See Section 131.0623(f).
7 See Section 131.0623(b).
8 See Section 131.0623(c).
9 See Section 131.0623(d).
10 See Section 131.0623(e).
11 Assembly uses shall occupy at least 5,000 square feet of the *gross floor area*.
12 Recreational facilities shall not exceed 2,500 square feet of *gross floor area* and 2,500 square feet of outdoor recreational use area.
13 The 40,000 square feet includes all indoor and outdoor areas that are devoted to the recreational use; it does not include customer parking areas.
14 Only one regional and corporate headquarters establishment is permitted on an individual parcel of land.

[15] *Development* of a *large retail establishment* is subject to Section 143.0302.

(Amended 6-12-2001 by O-18948 N.S.; effective 12-12-2001.)
(Amended 3-1-2006 by O-19467 N.S.; effective 8-10-2006.)
(Amended 8-10-2004 by O-19308 N.S.; effective 4-11-2007.)
(Amended 6-15-2007 by O-19624 N.S.; effective 7-15-2007.)
(Amended 4-23-2008 by O-19739 N.S.; effective 5-23-2008.)
(Amended 11-13-08 by O-19799 N.S; effective 12-13-2008.)
(Amended 11-13-08 by O-19803 N.S; effective 12-13-2008.)
(Amended 11-13-08 by O-19804 N.S; effective 12-13-2008.)

§131.0623 Additional Use Regulations of Industrial Zones

The uses in this section are permitted in the industrial zones where indicated in Table 131-06B, subject to the following regulations.

(a) Sundries, pharmaceuticals, and convenience sales are permitted subject to the following:

(1) An establishment offering these items for sale shall be limited to 1,000 square feet of *gross floor area*; and

(2) The total area occupied by these uses shall not exceed 10 percent of the *gross floor area* of the building in which they are located.

(b) Eating and drinking establishments are permitted subject to the following:

(1) Individual establishments are limited to 3,000 square feet of *gross floor area*;

(2) No live entertainment is permitted on the *premises*; and

(3) No drive-through services are permitted.

(c) Business support services are permitted subject to the following:

(1) Individual establishments are limited to 3,500 square feet of *gross floor area*; and

(2) The total area occupied by these uses shall not exceed 25 percent of the *gross floor area* of the building in which they are located.

(d) Personal appearance and health services are permitted subject to the following:

(1) Individual establishments are limited to 3,500 square feet of *gross floor area*; and

(2) The total area occupied by these uses shall not exceed 10 percent of the *gross floor area* of the building in which they are located.

(e) Light manufacturing and assembly uses in the IP-1-1 zone are limited to the following:

(1) Prototype fabrication;

(2) Production requiring advanced technology and skills and directly related to research and development activities on the *premises*;

(3) Manufacturing of biochemical research and diagnostic compounds to be used primarily by universities, laboratories, hospitals, and clinics for scientific research and developmental testing purposes;

(4) Production of experimental products;

(5) Development of production or operating systems to be installed and operated at another location, including manufacturing of products necessary for such development;

(6) Manufacturing of biological, biomedical, and pharmaceutical products; and

(7) Manufacturing of scientific, engineering, and medical instruments.

(f) Building supplies and equipment sales are permitted subject to the following:

(1) Items for sale shall be limited to equipment, parts, and products used in the installation or repair of permanent improvements to *structures* or *premises*; and

(2) Building supplies and equipment sales establishments shall occupy an area of at least 10,000 square feet of *gross floor area*.

(g) Retail sales uses subject to this section are permitted subject to the following:

(1) The items offered for sale must be manufactured on the *premises*; and

(2) A maximum of 25 percent of the *gross floor area* on the *premises* may be used for retail sales. At least 75 percent of the *gross floor area* shall be used for manufacturing, warehousing, or wholesale distribution of the products that are offered for sale.

(h) Convenience stores and eating and drinking establishments are permitted subject to the following:

(1) An individual establishment shall not exceed 1,000 square feet of *gross floor area*; and

(2) Drive-in and drive-through facilities are not permitted.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0630 Development Regulations of Industrial Zones

(a) Within the industrial zones, no *structure* or improvement shall be constructed, established, or altered, nor shall any *premises* be used unless the *premises* complies with the regulations and standards in this division and with any applicable development regulations in Chapter 13, Article 2 (Overlay Zones) and Chapter 14 (General and Supplemental Regulations).

(b) A Neighborhood Development Permit or Site Development Permit is required for the types of *development* identified in Table 143-03A.

(c) The regulations in this division apply to all *development* in the industrial base zones whether or not a permit or other approval is required except where specifically identified.

(Added 12-9-1997 by O-18451 N.S.; amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)

§131.0631 Development Regulations Table for Industrial Zones

The following development regulations apply in the industrial zones as shown in Table 131-06C.

Table 131-06C
Development Regulations for Industrial Zones

Development Regulations [See Section 131.0630 for Development Regulations of Industrial Zones]	**Zone Designator**	**Zones**							
	1st & 2nd >>	**IP-**		**IL-**			**IH-**		**IS-**
	3rd >>	1-	2-	1-	2-	3-	1-	2-	1
	4th >>	1		1			1		1
Lot Area									
Min Lot Area (sf)		40,000		15,000[1]			30,000		10,000
Max Lot Area (sf)		-		-			-		15,000
Min Lot Dimensions									
Lot Width (ft)		100		75			100		50
Street Frontage (ft)		100[2]		75			100		50
Lot Depth (ft)		200		100			150		100
***Setback* Requirements**									
Min Front *Setback* (ft) Std Front *Setback* (ft) [See Section 131.0643(b)]		20[3] 25[3]		15[3] 20[3]			20[3] 25[3]		10
Min Side *Setback* (ft)		15		10			15		5/0[8]
Min *Street* Side *Setback* (ft) Std *Street* Side *Setback* (ft)		20[4]		15[4],[5] 20[4],[5]			20[4],[5] 25[4],[5]		10[9]
Min Side *Setback* Abutting Residential (ft)		30		25			30		10
Min Rear *Setback* (ft) Std Rear *Setback* (ft)		25		0[6] 15[6]			20		10
Min Rear *Setback* Abutting Residential (ft)		50		25			30		15

Development Regulations [See Section 131.0630 for Development Regulations of Industrial Zones]	**Zone Designator**	**Zones**							
	1st & 2nd >>	**IP-**		**IL-**			**IH-**		**IS-**
	3rd >>	1-	2-	1-	2-	3-	1-	2-	1
	4th >>	1		1			1		1
Max *Structure Height* [See Section 131.0644]		-		-			-		-
Max *Floor Area Ratio*		2.0[(7)]		2.0[(7)]			2.0		2.0
***Street Wall* Requirements** [See Section 131.0660]		-		applies			applies		-
Outdoor Amenities [See Section 131.0665]		applies		applies			applies		-
Refuse and Recyclable Material Storage [See Section 142.0805]		applies		applies			applies		applies

Footnotes for Table 131-06C

1 Within the Kearny Mesa Community Plan area, the minimum *lot* size is 40,000 square feet.
2 See Section 131.0642.
3 See Section 131.0643(a).
4 See Section 131.0643(c).
5 See Section 131.0643(e).
6 See Section 131.0643(d).
7 Within the Kearny Mesa Community Plan area, the maximum *floor area ratio* is 0.50.
8 See Section 131.0643(f).
9 See Section 131.0643(g).

(Amended 1-9-2001 by O-18910 N.S.; effective 8-8-2001.)
(Amended 11-13-08 by O-19799 N.S; effective 12-13-2008.)

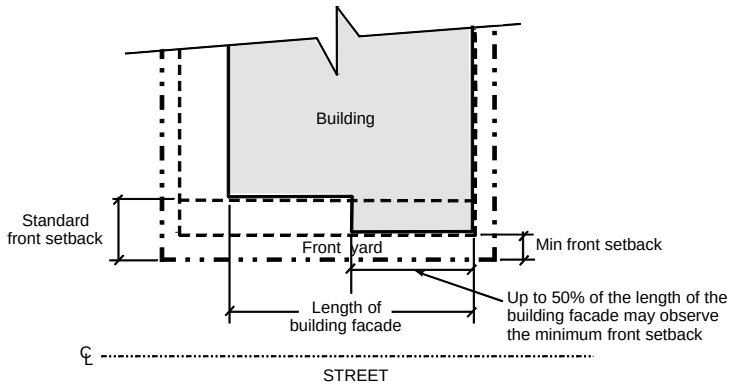
§131.0642 Lot Dimensions in Industrial Zones

The minimum *street frontage* is 60 feet for any *lot* in the IP zones that fronts principally on a turnaround or on a curving *street* with a centerline radius of less than 100 feet.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

131.0643 Setback Requirements in Industrial Zones

(a) Front *Setback* in the IP, IL, and IH Zones. Up to 50 percent of the length of the *building facade* may observe the minimum front *setback* provided the remaining percentage observes the standard front *setback*. This may occur on a floor-by-floor basis. See Diagram 131-06A.

Diagram 131-06A
Front Setback in the IP, IL, and IH Zones



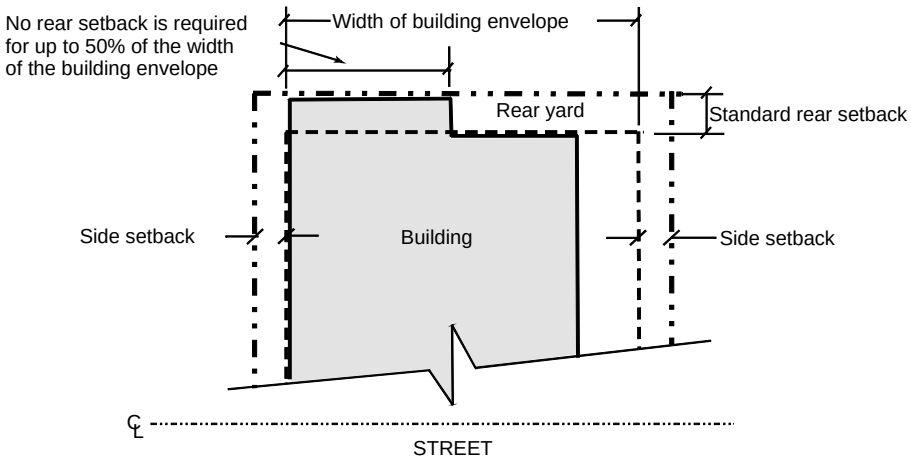
(b) Parking *Encroachment* in Front *Yard* of All Industrial Zones. Parking may encroach up to 5 feet into the required standard front *yard* in all industrial zones, but may not be covered or enclosed.

(c) Parking *Encroachment* in Street Side Yard of IP, IL, and IH Zones. Parking may encroach up to 5 feet into the required standard street side yard of the IP, IL, and IH zones, but may not be covered or enclosed.

(d) Rear *Setback* in IL Zones. In the IL zones, no rear *setback* is required for up to 50 percent of the width of the *building envelope* provided the remainder of the *building envelope* observes at least the standard rear *setback* as shown in Diagram 131-06B.

Diagram 131-06B

Zero Rear Setback in the IL Zone



(e) Standard/Minimum *Street* Side *Setback* in the IL and IH Zones. Up to 50 percent of the length of the *street* side *building facade* may observe the minimum *street* side *setback* provided the remaining percentage observes the standard *street* side *setback*. This may occur on a floor-by-floor basis.

(f) Side *Setbacks* in the IS Zone. In the IS zone, no side *setback* is required on one side of the *lot*. A minimum 5-foot *setback* is required for the opposite side.

(g) *Street* Side *Setbacks* in the IS Zone. In the IS zone, the minimum *street* side *setback* is 10 feet for a *premises* that is 100 feet wide or greater. For a *premises* that is less than 100 feet, the minimum is 10 percent of the *premises* width but not less than 5 feet.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

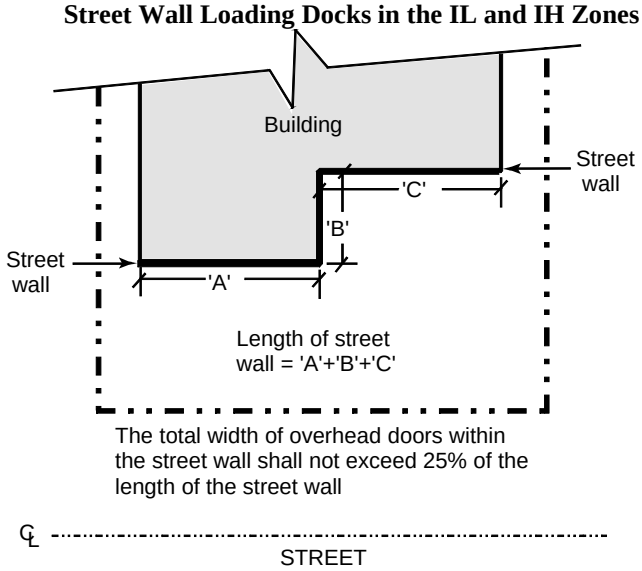
§131.0644 Maximum Structure Height in Industrial Zones

There are no height limits for *structures* in the industrial zones except as limited by the regulations in Chapter 13, Article 2 (Overlay Zones).
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0660 Street Wall Requirements for Industrial Zones

In the IL and IH zones, a maximum of two loading docks or overhead doors may be located in the *street wall*. The total width of the loading docks or overhead doors shall not occupy more than 25 percent of the length of the *street wall*. See Diagram 131-06C.

Diagram 131-06C
Street Wall Loading Docks in the IL and IH Zones



(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0665 Outdoor Amenities in Industrial Zones

In the IP, IL, and IH zones, *development* on a *premises* that exceeds 10 acres in area shall include an outdoor eating and/or recreational facility. The outdoor amenity shall be at least 2,000 square feet in total area and shall be developed as usable space. *(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)*

Article 2: General Development Regulations

Division 5: Parking Regulations

§142.0501 through 142.0525 [No Change]

§142.0530 Nonresidential Uses — Parking Ratios

(a) Retail Sales, Commercial Services, and Mixed-Use Development. Table 142-05D establishes the ratio of required parking spaces to building *floor* area in the commercial zones, industrial zones, and planned districts shown, for retail sales uses and for those commercial service uses that are not covered by Table 142-05E or 142-05F. Table 142-05D also establishes the required parking ratios for mixed-use developments in a single *structure* that include an allowed use from at least two of the following use categories: (1) retail sales, (2) commercial services, and (3) offices.

Table 142-05D
Parking Ratios for Retail Sales, Commercial Services, and Mixed-Use Development

Zone	**Parking Spaces Required per 1,000 Square Feet of Floor Area Unless Otherwise Noted** (Floor Area Includes Gross Floor Area plus below Grade *Floor* Area and Excludes Floor Area Devoted to Parking)			
	Required Automobile Parking Spaces			**Required Bicycle Parking Spaces**(2)
	Minimum Required Outside a *Transit Area*	**Minimum Required Within a *Transit Area*** (1)	**Maximum Permitted**	**Minimum Required**
Commercial Zones				
CC-1-1 CC-2-1 CC-4-1 CC-5-1	2.5	2.1	6.5	0.1
CC-1-2 CC-2-2 CC-4-2 CC-5-2	2.5	2.1	6.5	0.1
CC-1-3 CC-2-3 CC-4-3 CC-5-3	5.0(3)	4.3	6.5	0.1

Zone	**Parking Spaces Required per 1,000 Square Feet of Floor Area Unless Otherwise Noted** (Floor Area Includes Gross Floor Area plus below Grade *Floor* Area and Excludes Floor Area Devoted to Parking)			
	Required Automobile Parking Spaces			**Required Bicycle Parking Spaces**[2]
	Minimum Required Outside a *Transit Area*	**Minimum Required Within a *Transit Area*** [1]	**Maximum Permitted**	**Minimum Required**
CC-3-4 CC-4-4 CC-5-4	2.5	2.1	6.5	0.1
CC-3-5	1.0 [5]	1.0 [5]	5.5	0.1
CC-3-5/Beach impact area[5]	2.5	2.1	6.5	
CC-4-5	1.0 [5]	1.0 [5]	5.5	
CC-5-5	1.25	1.25	5.5	0.1
CC-3-6 CC-4-6 CC-5-6	2.5	2.1	6.5	0.1
CN-1-1	1.0 [5]	1.0 [5]	5.5	0.1
CN-1-2	5.0	4.3	6.5	0.1
CN-1-3	2.5	2.1	6.5	0.1
CN-1-4	2.5	2.1	6.5	0.1
CR-1-1 CR-2-1	5.0 [3]	4.3	6.5	0.1
Edward, Thanks for the email. Here are the links to the plan update websites that contain the meeting information. Please let me know if there is any additional information you may need. Southeastern: http://www.sandiego.gov/planning/comm	5.0	4.3	6.5	0.1

Zone	**Parking Spaces Required per 1,000 Square Feet of Floor Area Unless Otherwise Noted** (Floor Area Includes Gross Floor Area plus below Grade *Floor* Area and Excludes Floor Area Devoted to Parking)			
	Required Automobile Parking Spaces			**Required Bicycle Parking Spaces**(2)
	Minimum Required Outside a *Transit Area*	**Minimum Required Within a *Transit Area*** (1)	**Maximum Permitted**	**Minimum Required**
unity/cpu/southeastern/index.shtml Encanto: http://www.sandiego.gov/planning/community/cpu/encanto/index.shtml Thanks, Lara				
CV-1-1	5.0	4.3	6.5	0.1
CV-1-2	2.5	2.1	6.5	0.1
Industrial Zones				
IH-1-1 IH-2-1	5.0	4.3	6.5	0.1
IL-1-1 IL-2-1 IL-3-1	5.0	4.3	6.5	0.1
IP-1-1 IP-2-1	5.0	4.3	6.5	0.1
IS-1-1	1.0 (5)	1.0 (5)	5.5	0.1
Planned Districts				
~~Barrio Logan: Subdistrict B~~	~~1.0 (5)~~	~~1.0 (5)~~	~~5.5~~	~~0.1~~

Zone	**Parking Spaces Required per 1,000 Square Feet of Floor Area Unless Otherwise Noted** (Floor Area Includes Gross Floor Area plus below Grade *Floor* Area and Excludes Floor Area Devoted to Parking)			
	Required Automobile Parking Spaces			**Required Bicycle Parking Spaces**[2]
	Minimum Required Outside a *Transit Area*	**Minimum Required Within a *Transit Area*** [1]	**Maximum Permitted**	**Minimum Required**
~~Barrio Logan: Except Subdistrict B~~	~~2.5~~	~~2.1~~	~~6.5~~	~~0.1~~
Carmel Valley	5.0	4.3	6.5	0.1
Cass Street	2.0	2.0	6.5	0.1
Central Urbanized	2.5	2.1	6.5	0.1
Golden Hill	1.25	1.25	5.5	0.1
La Jolla	1.7	1.7	5.5	0.1
La Jolla Shores	1.0	1.0 [5]	5.5	0.1
Mid-City: CN-3 and CV-3	1.25	1.25	5.5	0.1
Mid-City: Except CN-3, CV-3	2.5	2.1	6.5	0.1
Mount Hope	3.3	2.8	6.5	0.1
Mission Valley: CV	2.5	2.1	6.5	0.1
Mission Valley: Except CV	5.0	4.3	6.5	0.1
Otay Mesa	5.0	4.3	6.5	0.1
Old Town	4.0	3.4	6.5	0.1
Southeast San Diego	2.5	2.1	6.5	0.1
San Ysidro	2.5	2.1	6.5	0.1
West Lewis *Street*	1.0 [5]	1.0 [5]	5.5	0.1

Footnotes For Table 142-05D

[1] *Transit Area*. The *transit area* minimum parking ratios apply in the *Transit Area* Overlay Zone (Chapter 13, Article 2, Division 10) and in the Urban Village Overlay Zone (Chapter 13, Article 2, Division 11).

[2] Bicycle Parking. See Section 142.0530(e).

[3] *Uses Located above Ground Floor*. The minimum parking ratio for retail sales and commercial services uses above the ground *floor* is 4.0 spaces per 1,000 square feet of *gross floor* area.

[4] *Beach impact area*. For area of applicability, see Chapter 13, Article 2, Division 8 (Parking Impact Overlay Zone).

[5] *Alley* Access. For properties with *alley* access, one parking space per 10 linear feet of *alley* frontage may be provided instead of the parking ratio shown in Table 142-05D. Within the beach impact area of the Parking Impact Overlay Zone, application of this policy shall not result in a reduction of required on-site parking.

(b) Eating and Drinking Establishments. Table 142-05E establishes the required ratio of parking spaces to building *floor* area in the commercial zones, industrial zones, and planned districts shown, for eating and drinking establishments that are the primary use on a *premises*.

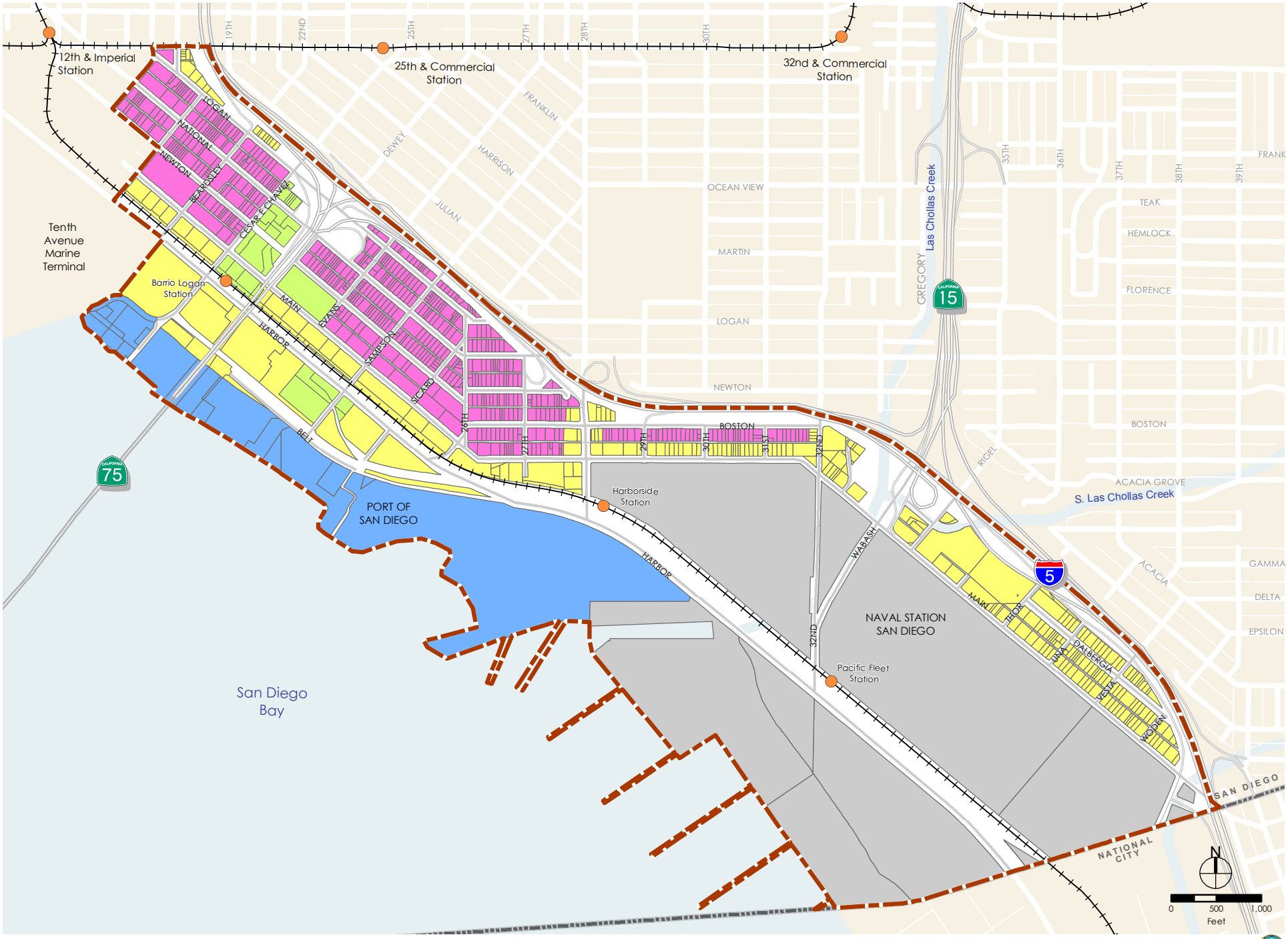
Table 142-05E
Parking Ratios for Eating and Drinking Establishments

Zone	**Parking Spaces Required per 1,000 Square Feet of Eating and Drinking Establishment**(3) **Floor Area Unless Otherwise Noted** (Floor Area Includes Gross Floor Area plus below Grade *Floor* Area and Excludes Floor Area Devoted to Parking)			
	Required Automobile Parking Spaces			**Required Bicycle Parking Spaces** (2)
	Minimum Required Outside a *Transit Area*	**Minimum Required Within a *Transit Area***(1)	**Maximum Permitted**	**Minimum Required**
Commercial Zones through Industrial Zones [No Change]				
Planned Districts				
~~Barrio Logan: Subdistrict B~~	~~1.0~~(5)	~~1.0~~(5)	~~20.0~~	~~0.1~~
~~Barrio Logan: Except Subdistrict B~~	~~2.5~~	~~2.1~~	~~20.0~~	~~0.1~~
Carmel Valley through West Lewis Street [No Change]				

Footnotes for Table 142-05E [No Change]

§142.0530(c) through §142.0530(h) [No Change]

§142.0535 through §142.0560 [No Change]



Barrio Logan

Legend

- PERMITTED - 124.00 Acres
- NOT ALLOWED - 98.00 Acres
- Barrio Logan Community Plan Area
- Navy Jurisdiction
- Port District
- Permitted, but Existing Use Not Assumed to Change (SDGE Substation; Chicano Park; Mercado del Barrio)

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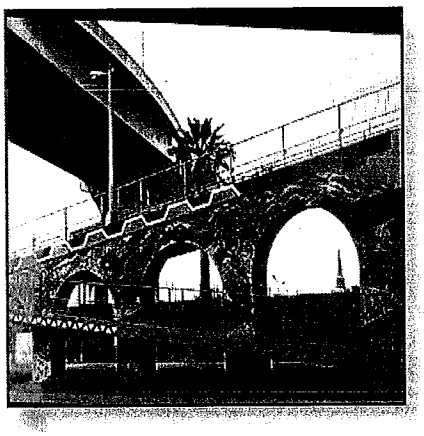
DRAFT

Barrio Logan

Public Facilities Financing Plan



July 2013

THE CITY OF SAN DIEGO

Facilities Financing Division

Mayor

Bob Filner

City Council

Sherri Lightner, Council President Pro Tem, Council District 1
Kevin Faulconer, Council District 2
Todd Gloria, Council President, Council District 3
Myrtle Cole, Council District 4
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Lorie Zapf, Council District 6
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Barrio Logan Community Stakeholders Group

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Clifford Arellano
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Table of Contents

BARRIO LOGAN SUMMARY 1
- GENERAL 1
- DEVELOPMENT FORECAST AND ANALYSIS 1
- PERIODIC REVISION 2

EXISTING PUBLIC FACILITIES AND FUTURE NEEDS 2
- TRANSPORTATION 2
- PARK AND RECREATION 2
- LIBRARY 3
- FIRE PROTECTION 3
- POLICE PROTECTION 3

SUMMARY OF PUBLIC FACILITIES NEEDS 4

BARRIO LOGAN – PUBLIC FACILITIES FINANCING PLAN 4
- FINANCING STRATEGY 4

GENERAL ASSUMPTIONS AND CONDITIONS 8

DEVELOPMENT IMPACT FEE DETERMINATION 9
- BACKGROUND 9
- DISTRIBUTION OF PROJECT COSTS AND FEE DETERMINATION 9
- TRANSPORTATION 9
- PARK AND RECREATION 11
- LIBRARY 12
- FIRE FACILITIES 12

BARRIO LOGAN PLAN UPDATE STAKEHOLDER COMMITTEE PRIORITY LIST. 13

DEVELOPMENT IMPACT FEE SCHEDULE 14

PROJECT FUNDING SOURCES 15

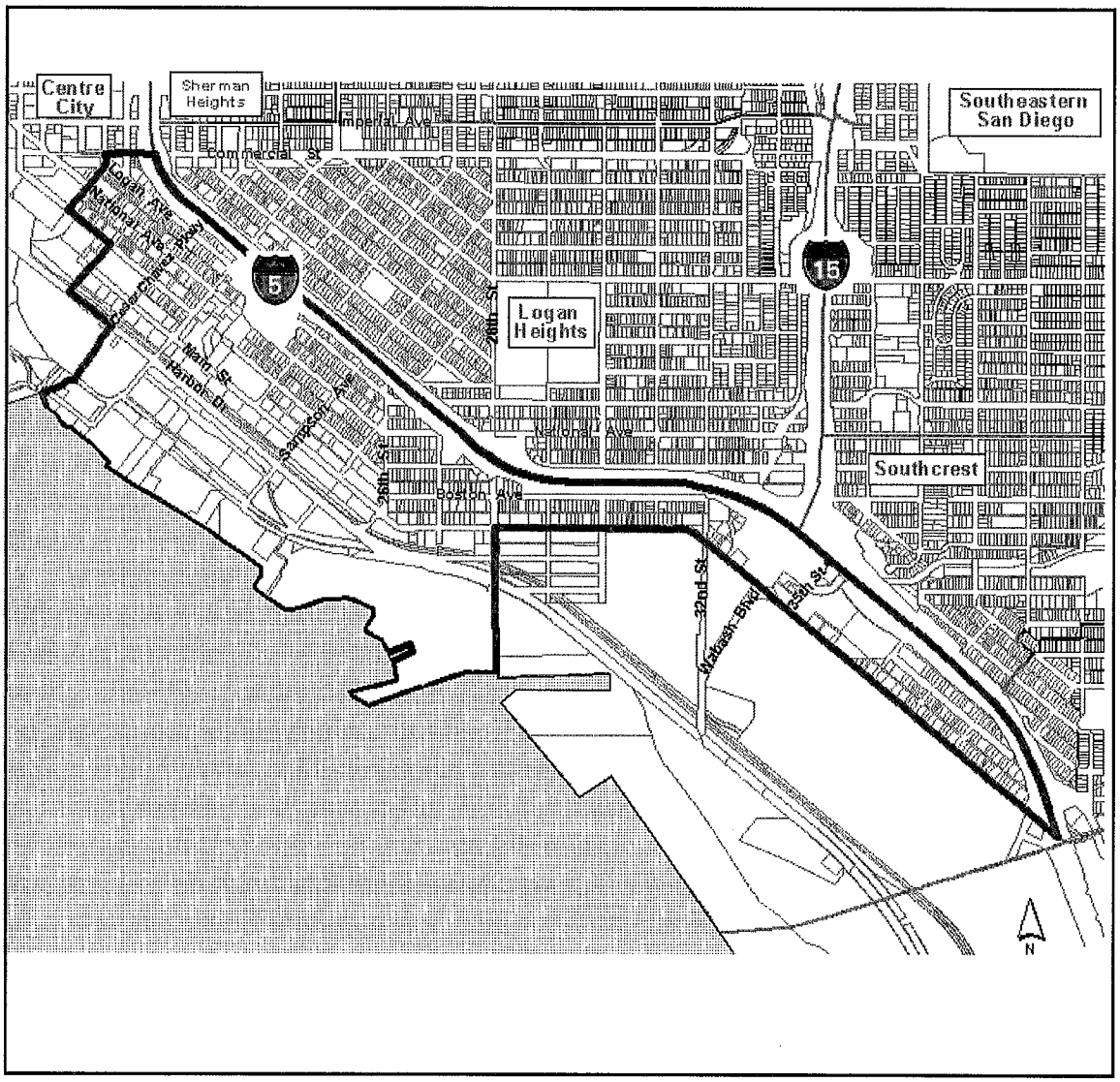
TABLE 1—BARRIO LOGAN FACILITIES SUMMARY 16

TRANSPORTATION 18
PARK AND RECREATION 43
LIBRARY 50
FIRE-RESCUE 51

FIGURE 1-2 BARRIO LOGAN BOUNDARY MAP ii
FIGURE 2-FACILITIES INDEX MAP iii

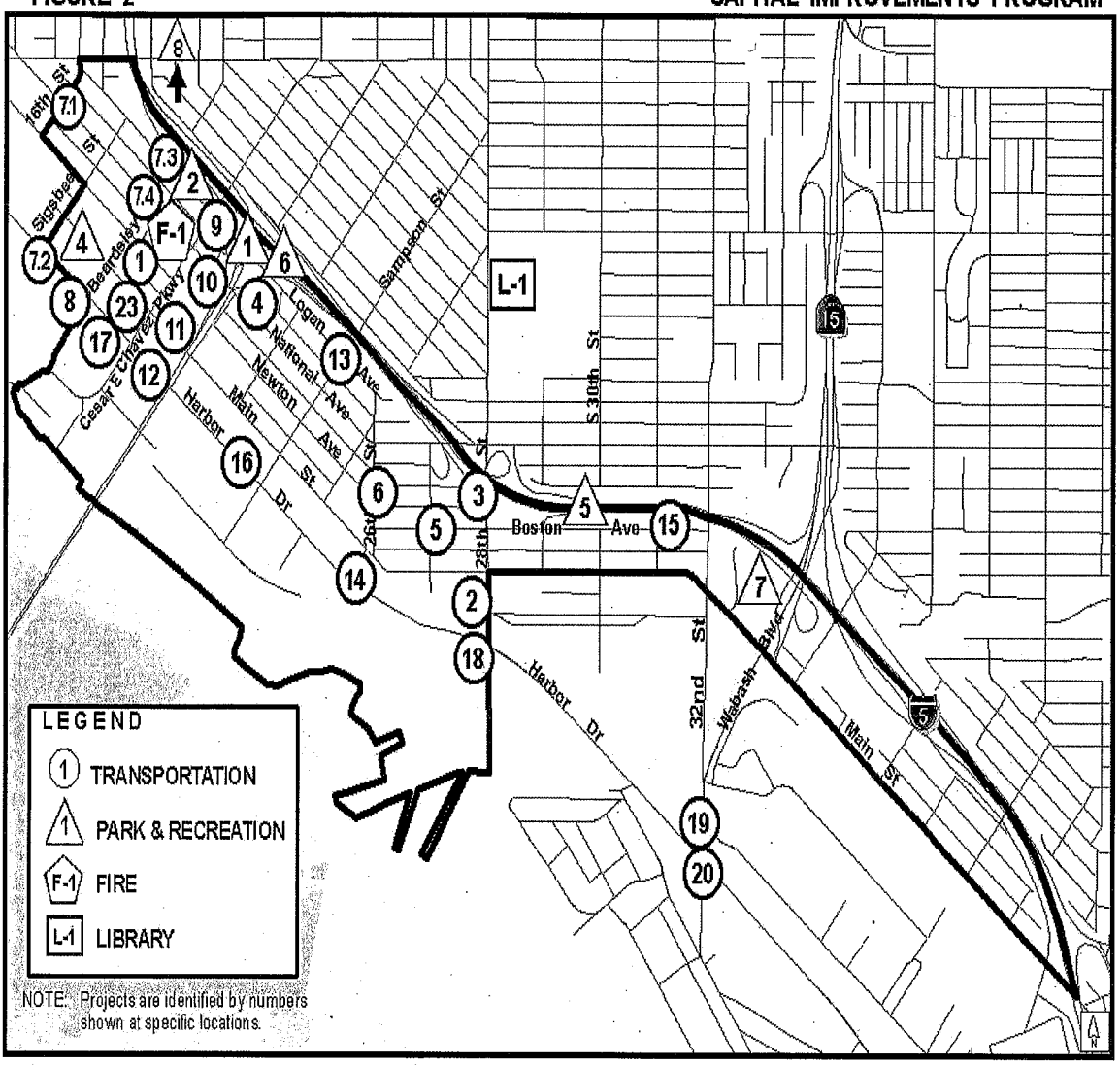
APPENDIX
- APPENDIX A-UNIT PRICING LIST FOR TRANSPORTATION PROJECTS A-1
- APPENDIX B-UNIT PRICING LIST FOR PARK & RECREATION PROJECTS B-1

BARRIO LOGAN



COMMUNITY BOUNDARY

FIGURE 2 **CAPITAL IMPROVEMENTS PROGRAM**



Barrio Logan Summary

General

The City of San Diego General Plan describes a jurisdiction with primarily two tiers: Urbanized Lands, and Proposition A areas. Urbanized Lands are characterized by older, recently developed, and developing communities at urban and suburban levels of development. Proposition A Lands are characterized by very-low density, residential, open space, natural resource-based park, and agricultural uses.

The Barrio Logan Community Plan area is an Urbanized Lands area. This document is the first update to the Barrio Logan Public Facilities Financing Plan and sets forth the major transportation (streets, storm drains, traffic signals, etc.), libraries, park and recreation facilities, and fire station facilities needed to serve the community. Other public needs such as police facilities, public work yards, landfills, Balboa Park preservation, etc., concern a broader area than the Barrio Logan community or even multiple communities. Accordingly, such facilities are not addressed in this Financing Plan.

This plan supersedes the previously approved Financing Plan. The facilities listed in this Financing Plan will be needed over the next approximately twenty one years when full community development is anticipated. The Barrio Logan Community Plan is a guide for future development within the community and together with this Financing Plan, serves to determine the public facility needs of the community. The City Council has adopted a Development Impact Fee schedule to help mitigate the cost of the public facilities needed to serve new development in the community. On June 29, 2007 the City Council adopted a Development Impact Fee for the community. This Financing Plan provides the basis for an update of the Development Impact Fees for the Barrio Logan Community. This Financing Plan is a companion to the Barrio Logan Community Plan Update and will become effective upon the approval of the City Council.

Development Forecast and Analysis

The Barrio Logan Community Plan is a comprehensive policy guide for the physical development of the community. The Barrio Logan Community is generally bound on the north by the communities of Southeastern San Diego and Centre City, on the east by Southeastern San Diego, on the south by National City, and on the west by the San Diego Bay.

The Barrio Logan Community, totaling approximately 999.61 acres, will develop in accordance with the Barrio Logan Community Plan. Currently, the Barrio Logan community contains approximately 480 single family detached units and 764 multiple family dwelling units, with a total population of 4,389.

Based on existing development and the Barrio Logan Community Plan, approximately 2,563 additional residential dwelling units are anticipated within the Barrio Logan Community Plan area, resulting in a total of 3,807 dwelling units and a total population of 13,534 by the year 2035.

Periodic Revision

To ensure that this Financing Plan remains up-to-date and accurate, it is to be periodically revised to include, but not necessarily be limited to, (amendments) to the Barrio Logan Community Plan. This fee schedule will be updated annually to reflect inflationary increases.

Existing Public Facilities and Future Needs

Transportation

Barrio Logan is served by a transportation network which consists of automobile and public transportation systems, a bicycle system, and a pedestrian circulation system. Provision of adequate transportation facilities has been a continuing process to support the needs of existing and future development.

Transportation improvements in Barrio Logan are largely dictated by traffic volume. Improvements will be funded through a combination of Development Impact Fees, grants, and other currently unidentified funding sources.

The most current information available from SANDAG's Traffic Model indicates that the average daily trips (ADTs) generated in the community in the year 2010 was approximately 82,926, with an additional 54,341 ADTs projected by the year 2035. The total of 137,267 ADTs in the year 2035 is used in determining the transportation component of the Development Impact Fee for Barrio Logan (please refer to pages 9-10 for additional fee calculation information). The Development Impact Fee provide a funding source for the improvements identified in Table 1 and is to be paid by new development at building permit issuance. New development is not required (and cannot be required) to contribute to existing deficiencies in the transportation system. Other funding sources will need to be identified for remaining transportation needs.

Park and Recreation

The City's General Plan recommends 2.8 acres of parkland for every 1,000 residents. The City's General Plan recommends a 3-13 acre neighborhood park for every 5,000 population located within an approximately 1.0 mile service radius, a minimum 13 acre community park for every 25,000 population typically serving one community planning area (however, the community park may serve multiple community planning areas depending on location), and a recreation center for every 25,000 population or within an approximately 3 mile service

radius, whichever is less. For every 50,000 residents, a community swimming pool is recommended within an approximately 6 mile service radius.

The Barrio Logan community is currently served by two neighborhood parks, Chicano Park and Cesar E. Chavez Park. Based on the City of San Diego General Plan guidelines for population-based park acreage approximately 12.29 acres of parks are needed to serve the existing population of 4,389. Additionally, based on the SANDAG 2035 population forecast of 13,532, a total of approximately 37.90 acres of population-based park land is needed to serve the community at full community development.

The entire park acreage and projected population is used in to determine the park component of the Development Impact Fee for Barrio Logan. The Development Impact Fees collected from new development generate only that portion of the amount needed for new development since no impact fees can be collected from existing development. Proposed parks are further described in Table 1 with details provided beginning on page 43. In order to meet the 2.8 acres of parkland per 1,000 population standard set forth in the General Plan, the City may impose additional fees on discretionary projects on an ad hoc basis.

Library

The Barrio Logan community is served by the Logan Heights Branch Library which is located outside of the community at 567 S 28th Street in the community of Southeastern San Diego. The new Central Library located at 330 Park Blvd in the Centre City community will provide library services as well.

Fire-Rescue Protection

Fire-Rescue protection for the Barrio Logan community is provided by Station No. 7, located at 944 Cesar Chavez Pkwy, and Station No. 19, located at 3434 OceanView Blvd.

Police Protection

The Barrio Logan community is served by the San Diego Police Department's Central Division, located at 2501 Imperial Avenue and the Logan Heights Storefront located at 446 26th St.

Summary of Public Facilities Needs

Figure 2 illustrates general locations for Barrio Logan community projects. Table 1 summarizes the facility needs of the Barrio Logan community. Table 1 reflects both long-range needs and those reflected in the current Council adopted Capital Improvement Program (CIP). These projects are more fully described on pages 18 to 51.

The projects listed in Table 1 are subject to revision in conjunction with Council adoption of the annual Capital Improvements Program Budget. Depending on priorities and availability of resources, changes to these projects are possible from year to year. In addition, the City may amend this Financing Plan to add, delete, substitute, or modify a particular project to take into consideration unforeseen circumstances.

Barrio Logan – Public Facilities Financing Plan

Financing Strategy

The City of San Diego has a variety of potential funding sources for financing public facilities which will be provided in part by developers as part of the development process. Potential other methods for financing public facilities are listed below:

A. DEVELOPMENT IMPACT FEES (DIF)
B. TRANSNET, GAS TAX
C. ASSESSMENT DISTRICTS
D. LANDSCAPING AND LIGHTING ACTS
E. GENERAL OBLIGATION BOND ISSUES
F. CERTIFICATES OF PARTICIPATION (COP)
G. LEASE REVENUE BONDS
H. BUSINESS LICENSE TAX REVENUE*
I. CAPITAL OUTLAY (LEASE REVENUE)
J. COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)
K. FRANCHISE FEE REVENUE*
L. LOCAL TRANSPORTATION FUND
M. MOTOR VEHICLE LICENSE FEE (MVLF) REVENUE*
N. PARKING VIOLATION REVENUE*
O. PARKING METER REVENUE*
P. PROPERTY TAX REVENUE*
Q. TRANSIENT OCCUPANCY TAX (TOT)*
R. ANNUAL ALLOCATIONS
S. PRIVATE CONTRIBUTIONS
T. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP)

U. UTILITY USERS TAX
V. SPECIAL TAXES FOR FIRE AND POLICE PROTECTION
W. SPECIAL TAXES FOR PUBLIC LIBRARIES
X. PARK AND PLAYGROUND ACT OF 1909
Y. GRANTS

*These funds are currently allocated for general City operations, but may be used for capital improvements.

A. **DEVELOPMENT IMPACT FEES (DIF)** - Development Impact Fees are a method whereby the impact of new development upon the infrastructure is assessed, and a fee system developed and imposed on development to mitigate the impact of new development. Development Impact Fees cannot be used for demand resulting from existing development. Development Impact Fees are collected at the time of building permit issuance. Funds collected are deposited in a special interest bearing account and can only be used for identified facilities serving the community in which they were collected. As sufficient funds are collected, the City proceeds with a construction program. Use of Development Impact Fees is one of the financing methods recommended for Barrio Logan.

B. **TRANSNET, GAS TAX**, and other programs such as a state-local partnership program may provide funds for community transportation projects. These funds will be allocated annually and may be used to fund a portion of the long-range capital need for future transportation improvements in Barrio Logan.

C. **ASSESSMENT DISTRICTS** - Special assessment financing, using 1913/1915 Assessment Acts or a Mello-Roos District could be used as a supplementary or alternative method of financing some facilities. A Mello-Roos District requires a 2/3 approval vote for passage. Other assessment districts generally require the support of the majority of the community. If an assessment is subject to Proposition 218, it would require a 2/3 voter approval for passage.

D. **LANDSCAPING AND LIGHTING ACTS** - Funds may be used for parks, recreation, open space, installation/construction of planting and landscaping, street lighting facilities, and maintenance. These ballot measures require 2/3 voter approval for passage.

E. **GENERAL OBLIGATION BOND ISSUES** - Cities, counties and school districts may issue these bonds to finance land acquisition and capital improvements. The bonds are repaid with the revenues from increased property taxes. Bond issuance require 2/3 voter approval for passage.

F. **CERTIFICATES OF PARTICIPATION (COP)** - These funds may only be used for land acquisition and capital improvements. City Council approval is required and a funding source for debt service must be identified.

G. **LEASE REVENUE BONDS** - These funds may only be used for capital improvements. City Council approval is required.

H. **BUSINESS LICENSE TAX REVENUE** - These funds are currently allocated for general City operations but may be used for capital improvements. City Council approval is required.

I. **CAPITAL OUTLAY (LEASE REVENUE)** - These funds are to be used for capital improvements. City Council approval is required.

J. **COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)** - This is a Federal grant that is applied for annually. Applications are reviewed annually. City Council and the Department of Housing and Urban Development approval are required.

K. **FRANCHISE FEE REVENUE** - The City collects franchise funds from San Diego Gas and Electric and cable companies for use of City right-of-way. These funds are currently allocated for general City operations but may be used for capital improvements. City Council approval is required.

L. **LOCAL TRANSPORTATION FUND** - These funds are applied for and may only be used for bikeway projects. City Council and Federal approval are required.

M. **MOTOR VEHICLE LICENSE FEE (MVLF) REVENUE** - The State allocates a portion of vehicle license fee revenue to local governments. These funds are currently allocated for general City operations but may be used for capital projects. City Council approval is required.

N. **PARKING VIOLATION REVENUE** - These funds are currently allocated for general City operations but may be used for capital improvements. City Council approval is required.

O. **PARKING METER REVENUE** - These funds are currently allocated for general City operations but may be used for capital improvements. City Council approval is required.

P. **PROPERTY TAX REVENUE** - Property owners are taxed one percent of the assessed value of the property. The City receives approximately 17 percent of the one percent. These funds are currently allocated for general City operations but may be used for capital improvements. City Council approval is required.

Q. **TRANSIENT OCCUPANCY TAX (TOT)** - The City's hotel tax is currently allocated to eligible (tourist related) organizations that request funding annually and to tourist related City activities. TOT may be used for capital improvements. City Council approval is required.

R. **ANNUAL ALLOCATIONS** - In the years prior to the passage of Proposition 13 the City was able to respond to community facility needs by using a portion of sales tax revenue to support the Capital Improvements Program. This has not been possible for some time. However, if other revenues are increased, annual allocations could again be used to fund some capital facilities. This is a recommended method of funding some park and recreation facilities and transportation improvements. City Council approval is required.

S. **PRIVATE CONTRIBUTIONS** - Any private donations received by the City may be used for capital improvements. City Council approval is required.

T. **REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM—(RTCIP)** These funds may be used for regional transportation improvements. Collected from residential development only, county wide program.

U. **UTILITY USERS TAX** - These funds may be used for any general City operation or capital improvement. These require 2/3 voter approval for passage.

V. **SPECIAL TAXES FOR FIRE AND POLICE PROTECTION** - These funds may only be used for fire and police activities. These require 2/3 voter approval for passage.

W. **SPECIAL TAXES FOR PUBLIC LIBRARIES** - These funds may only be used for libraries and library improvements. These require 2/3 voter approval for passage.

X. **PARK AND PLAYGROUND ACT OF 1909** - These funds may be used for parks, urban open-space land, playground, and library facilities. These require 2/3 voter approval for passage.

Y. **GRANTS** - Grants are available and applied for from the Federal government, state and other agencies.

General Assumptions and Conditions

In connection with the application of the following methods of financing, these general assumptions and conditions would apply:

1. Developers will be required to provide facilities normally provided within the development process as a condition of development approval, including but not limited to traffic signals.

2. Abutting property owners are responsible for frontage improvements such as sidewalks, curbs and gutters.

3. The Development Impact Fee will be paid by the developer at the time of building permit issuance.

4. At the time of the Development Impact Fee estimate calculation, with proof of type and amount of prior land use, and/or provision of demolition permit or demolition sheet within a permit submittal package, DIF credit for previous use (and/or demolished structures on the same parcel) is applied towards the calculation of impact fees assessed on the new use and/or new building structure.

5. Development Impact Fees collected will be placed in a separate interest bearing fund with interest earnings accumulated for use in the community planning area for identified facilities.

6. Non-residential development will be charged for transportation and fire facilities through the Development Impact Fee, and may be charged additional fees for park and recreation and library facilities on an ad hoc basis as appropriate.

7. Any project-specific community plan amendments may result in additional fees being charged on an ad hoc basis.

8. Additional fees may be imposed on discretionary projects on a case-by-case basis in order to meet the standard of 2.8 acres of parkland per 1,000 population set forth in the General Plan, or to otherwise fully account for a project's public facilities impacts.

Development Impact Fee Determination

Background

In late 1987, staff developed and recommended impact fees for 28 urbanized communities. The City Council adopted the recommended fees, including those for the Barrio Logan community planning area, to help mitigate the impact of new development on public facilities. All undeveloped and underdeveloped parcels are subject to Development Impact Fees (DIF). Monies collected are placed in City interest-accruing funds to be used only for capital improvements serving the Barrio Logan Community.

The Barrio Logan Community Plan area is near full development. As such, impact fees will provide only a portion of the financing needed for the facilities proposed in this Financing Plan. The remaining identified public improvements will require other funding sources.

Distribution of Project Costs and Fee Determination

Development Impact Fees are based on the extent or degree to which each type of development generates a demand for, or receives benefit from, the various public facilities. For example, all development generates vehicular traffic and demand for fire services, and thus, on an equitable basis, should share in the cost of transportation and fire projects. Residential development also generates demand for park and recreation and library facilities. Non residential development may also create a need for parks or libraries, and may be charged fees for those facilities on an ad hoc basis as appropriate.

Development Impact Fees were determined for the various categories of public facilities needed at full community development. The Development Impact Fee basis includes all eligible project needs except those identified as subdivider funded. The fees also include a charge to cover City administrative costs.

Transportation

There is a clear relationship between the use of transportation facilities and the generation of vehicular trips based upon land use. In the report "San Diego Traffic Generators," authored by CALTRANS and SANDAG, the traffic generated by various classes of use is detailed. This report summarizes data collected at major regional traffic generators as well as neighborhood and local traffic generators in the San Diego area. Traffic counts taken at each facility are related to various characteristics of the facility such as size, type of use, number of employees, floor area, parking spaces, or number of persons. The Barrio Logan Community Planning Area is an Urbanized Lands area, therefore, the majority of the development is infill. Therefore, multi-family residential development is assumed for Barrio Logan. The residential portion of the impact

fee reflects an average daily trip factor (ADT) of seven (7) as a basis for determining the Development Impact Fee. A considerable range has been found for traffic generation in non-residential developments depending on the character and use of the property. Therefore, the Development Impact Fee for non-residential development is determined by ADT's generated by the development. The residential portion of the impact fee reflects an average (under 20 dwelling units: 8 trips/dwelling unit; over 20 dwelling units: 6 trips/dwelling unit) vehicle trip rate of seven as a basis for determining the impact fee.

Transportation projects included in the basis for the Development Impact Fee have been determined to be consistent with the Community Plan. The transportation improvements are laid out to design standards and material quantities are determined (e.g., the length of curbs and gutters, and square footage of retaining walls and sidewalks, etc.). Unit prices are then applied to the quantities, which are guided by the median prices received on current City of San Diego construction bid documents. Please refer to Appendix A for more detail. Additional costs are applied for contingencies, mobilization, engineering and design, right-of-way, bonds and environmental work.

This Financing Plan includes 25 transportation projects, identified as projects T1 through T25. (see list of transportation projects on pg 16). The costs of these projects are all in the DIF-basis with the exception of five projects T17, T18, T19, T20, and T23. Though the 20 DIF-basis projects are all primarily attributable to new development, the Financing Plan calculates the transportation fee by dividing the DIF-basis by the community-wide trips at full community development (137,267 trips in 2035). This approach was chosen on the basis that the entire community (not just the new development) will benefit from the future facilities. The use of this approach results in a fee that will be approximately 40% of what is required to fully fund the future DIF-basis facilities (assuming that the entire community if fully built out. To achieve 100% of funding requirements for all future transportation facilities, other funding sources in addition to DIF will have to be identified.

Using the Community Plan land use intensity and trip generation rates, the total number of trips forecasted for Year 2035 at full community development is estimated to be 137,267. The total estimated cost (in FY 2014 dollars) for all eligible transportation improvements required to serve the community at full community development is $17,659,000. Adding 8 percent administrative costs to this total results in a cost of $139 per ADT and $973 per dwelling unit. These amounts are to be paid by all future development.

Park and Recreation

Park and Recreation needs are based on projected population at full community development in 2035. The Park Planning Staff from the Development Services Department has identified projects needed in Barrio Logan at full community development to meet the needs of existing and future residents. These parks are shown in Table 1 and in detail on pages 43 through 49. For this Financing Plan, park estimates are based on design and construction costs of $893,813 per acre, and land acquisition costs of $1,200,000 per acre. Recreation center costs are estimated at $551 per square foot. Design and construction estimates are based on recently received competitive bids for other typical population-based park development projects. Land acquisition costs are based on a fair market value estimate.

The Financing Plan includes 7 park projects, identified as projects P1 through P7. (see list of park projects on pg 17). The total cost of the park and recreation facilities needed to serve the community at full development is estimated to be $42,356,963. All of these costs are in the DIF-basis with exception of a portion of Project P1 (which has partial alternative funding) for a net DIF-basis cost of $41,268,763.

Barrio Logan, with a current population of 4,389 has a population-based park acreage requirement of 12.29 acres based on the park standard of 2.8 acres per 1,000 residents. The community presently has 12.21 park acres (Chicano Park 8 acres, and Cesar E. Chavez Park 4.21 acres), effectively just 0.08 acre short of meeting the City standard for park acreage.

Accordingly, it can be stated that practically all newly proposed park facilities are due to new development. However, the Financing Plan calculates the park fee by dividing the DIF-basis by the number of residential units at full community development (3,807 residential units in 2035). This approach has been chosen on the basis that the entire community (not just the new development) will benefit from the future park facilities. The use of this approach results in a fee that will be approximately 67% of what is required to fully fund the future DIF-basis facilities (assuming that the entire community is fully built out). To achieve 100% of funding requirements for future park facilities, other funding sources in addition to DIF will have to be identified.

Adding in 5 percent administrative costs, and assuming the anticipated total of 3,807 dwelling units at full community development, the Development Impact Fee for park and recreation facilities becomes $11,382 per dwelling unit.

Library

Library needs are based on population which is derived from the number of dwelling units estimated at full community development. Therefore, only residential development is charged a Development Impact Fee for libraries.

The Logan Heights Library has been replaced with a new 25,000 square foot library branch, at a total cost of $14,592,097. Based on usage, Southeastern San Diego generates 93% of the demand for the library, and Barrio Logan generates 7% of the demand for the Library. Based on the anticipated total of 3,807 dwelling units at full community development, this results in a Development Impact Fee for library facilities of $290 per dwelling unit. This was calculated by dividing total library requirements of $1,021,447 which equals 7% of the total cost of the project (including an additional 8 percent administrative costs) by 3,807 (the number of residential dwelling units at full community development).

Fire-Rescue Facilities

The Fire-Rescue portion of the Development Impact Fee relates to the cost of providing fire facilities to adequately provide fire protection services to both residential and non-residential development within the community. Residential Development Impact Fees are based on an average cost per dwelling unit. It is assumed that the average size of a dwelling unit is 1,000 square-feet. Non-residential Development Impact Fees are based on the average cost per 1,000 square-feet of gross building area.

The Fire-Rescue Department has identified one fire station that serves the Barrio Logan Community that needs improvements to adequately serve the community at full development. It is estimated that Barrio Logan generates 50 percent of the demand for the needed improvements. Using the total amount of development, both residential and non-residential (approximately 14,196,862 square-feet), and Barrio Logan's share of the cost for the needed fire facility of $7,000,000, plus 8 percent administrative costs, the resulting impact fee is $533 per residential dwelling unit and $533 per thousand square feet of non-residential development. This was calculated by dividing the total fire requirements for Barrio Logan of $7,000,000 by 14,197.

Barrio Logan Stakeholder Committee (BLSC) Priority List

The following list represents the priorities of the BLSC with regard to public facilities. This is the BLSC's priority list for information purposes only.

High Priorities

T1	Cesar Chavez Pkwy--Harbor Dr to Logan Ave
T2	28th St—Harbor Dr to Main St
T3	28th St—National Ave to Main St
T10	Cesar Chavez Pkwy and National Ave
T11	Cesar Chavez Pkwy and Main St
T17	Harbor Dr and Cesar Chavez Pkwy
T23	Cesar Chavez Pkwy—Improvements
P1	ADA/Title 24 Improvements & Expansion of Chicano Park
P2	ADA/Title 24 and Building Improvements to the existing Senior Center
P4	Perkins Elementary School Joint Use Improvements

Medium Priorities

T5	Boston Ave—26th St to 28th St
T6	26th St—Main St to Boston Ave
T7	Traffic Signals—Various Locations
T9	Cesar Chavez Pkwy and Logan Ave
T12	Cesar Chavez Pkwy and Harbor Dr
T14	Harbor Dr and Schley St
T16	Bayshore Bikeway
T18	Harbor Dr and 28th St
T19	Harbor Dr and 32nd St
T20	Harbor Dr and 32nd St
T22	Traffic Signal Modifications—Various Locations
T24	Bicycle Lanes throughout the Community
T25	Storm Drain Expansion throughout the Community
P5	Boston Ave Linear Park Development
P6	Cesar Chavez Recreation Center Development
F1	Fire Station #7

Low Priorities

T3	National Ave—16th St to 26th St
T4	National Ave—16th St to 26th St
T8	Harbor Dr and Beardsley St
T13	Logan Ave and Sampson St
T15	Boston Ave Class I Facility
T21	Architectural Barrier Removal
P3	Barrio Logan Park Acquisition & Development, Alt 1 & 2
P7	Las Chollas Creek Development

Development Impact Fee Schedule

The resulting impact fees for the Barrio Logan community planning area are as follows:

RESIDENTIAL PROPERTY					COMMERCIAL/INDUSTRIAL	
Transportation	Park & Rec	Library	Fire	Total per Residential Unit	Transportation	Fire
$ Per Residential Unit					$/ADT	$/1000 sq. ft. of Gross Building Area (GBA)
$973	$11,382	$290	$533	$13,178	$139	$533

Project Funding Sources

The project schedule and financing table on each project page uses a coding system to identify funding and revenue sources. This table provides a brief description of each potential source.

REVENUE SOURCE	REVENUE SOURCE TITLE
CAPOTH	Capital Outlay Fund/Other
CAPOUT	Capital Outlay Fund/Sales Tax
CDBG	Community Development Block Grant
CITYGF	City General Fund
CMAQ	Congestion Mitigation Air Quality
CMPR	TransNet Commercial Paper
DEV	Funded by Developer
DIF	Development Impact Fees
FEDGR	Federal Grant
FIRST FIVE FUND	Federal Grant Education Fund
GRANT PROP14	Proposition 14 Grant
HBRR NS	Highway Bridge Replacement and Repair Fund
HCDGRANT	HCD Federal Grant
HUD	Housing Urban Development Loans
LIBRARY FUND	Grants for Libraries
LTF 03	Local Transportation Fund-SANDAG
MAJOR DISTRICT	Major District City Funds
MTDB	Metropolitan Transit Development Board
OCITY LB	TOT Interim Funding for Library System
P/P	Public/Private Partnership
PABIKE	Proposition A Bike Ways
PRIV	Private Donations
RTCIP	Regional Transportation Congestion Improvement Program
S/L	State Transportation Fund
STATE	State Funding
STPCC	Surface Transportation Program
TRANS	TransNet Fund
TNBOND	TransNet Bonds
UNIDEN	Unidentified Funding

TABLE 1

BARRIO LOGAN - FACILITIES SUMMARY

FISCAL YEAR 2014

PROJECT NO.	PROJECT DESCRIPTION	PAGE NO	ESTIMATED COST	BASIS FOR D.I.F.	IDENTIFIED FUNDING	FUNDING SOURCE(S)	POTENTIAL FUNDING SOURCES
TRANSPORTATION PROJECTS							
T1	Cesar E. Chavez Pkwy--Harbor Dr to Logan Ave	18	$850,000	$850,000	$0		A,B,E-K,M-U,Y
T2	28th St--Harbor Dr. to Main St.	19	$1,850,000	$1,850,000	$0		A,B,E-K,M-U,Y
T3	28th St--National Ave to Main St.	20	$1,675,000	$1,675,000	$0		A,B,E-K,M-U,Y
T4	National Ave--16th St. to 26th St.	21	$1,650,000	$1,650,000	$0		A,B,E-K,M-U,Y
T5	Boston Ave--26th St to 28th St.	22	$1,675,000	$1,675,000	$0		A,B,E-K,M-U,Y
T6	26th St.--Main St to Boston Ave	23	$250,000	$250,000	$0		A,B,E-K,M-U,Y
T7	Traffic Signals--Various Locations	24	$1,700,000	$1,700,000	$0		A,B,E-K,M-U,Y
T8	Harbor Drive and Beardsley Street	25	$325,000	$325,000	$0		A,B,E-K,M-U,Y
T9	Cesar E. Chavez Parkway and Logan Avenue	26	$500,000	$500,000	$0		A,B,E-K,M-U,Y
T10	Cesar E. Chavez Parkway and National Avenue	27	$50,000	$50,000	$0		A,B,E-K,M-U,Y
T11	Cesar E. Chavez Parkway and Main Street	28	$50,000	$50,000	$0		A,B,E-K,M-U,Y
T12	Cesar E. Chavez Parkway and Harbor Drive	29	$475,000	$475,000	$0		A,B,E-K,M-U,Y
T13	Logan Avenue and Sampson Street	30	$375,000	$375,000	$0		A,B,E-K,M-U,Y
T14	Harbor Drive and Schley Street	31	$250,000	$250,000	$0		A,B,E-K,M-U,Y
T15	Boston Avenue Class I Bicycle Facility	32	$150,000	$150,000	$0		A,B,E-K,L,M-U,Y
T16	Bayshore Bikeway	33	$2,634,000	$2,634,000	$0		A,B,E-K,L,M-U,Y
T17	Harbor Drive and Cesar Chavez Parkway	34	TBD	$0	$0		TRANSNET, OTHERS
T18	Harbor Drive and 28th Street	35	TBD	$0	$0		TRANSNET, OTHERS
T19	Harbor Drive and 32nd Street	36	TBD	$0	$0		TRANSNET, OTHERS
T20	Harbor Drive and 32nd Street	37	TBD	$0	$0		TRANSNET, OTHERS
T21	Accessibility Compliance	38	$1,000,000	$1,000,000	$0		A,B,E-K,M-U,Y
T22	Traffic Signal Modifications--various locations	39	$200,000	$200,000	$0		A,B,E-K,M-U,Y
T23	Cesar E. Chavez Parkway--Improvements	40	$5,500,000	$0	$5,500,000	TRANS, FEDGR, S/L	COMPLETE
T24	Bicycle Lanes Throughout the Community	41	$1,000,000	$1,000,000	$0		A,B,E-K,L,M-U,Y
T25	Storm Drain Expansion Throughout the Community	42	$1,000,000	$1,000,000	$0		A,B,E-K,M-U,Y
	TOTAL-TRANSPORTATION PROJECTS		**$23,159,000**	**$17,659,000**	**$5,500,000**		

TABLE 1

BARRIO LOGAN - FACILITIES SUMMARY

FISCAL YEAR 2014

PROJECT NO.	PROJECT DESCRIPTION	PAGE NO	ESTIMATED COST	BASIS FOR D.I.F.	IDENTIFIED FUNDING	FUNDING SOURCE(S)	POTENTIAL FUNDING SOURCES
PARK AND RECREATION PROJECTS							
P1	ADA/Title 24 Improvements & Expansion of Chicano Park	43	$3,290,554	$2,202,354	$1,798,857	HCD GRANT, DIF, MAJDISTRICT	A,C-K,M-S,U,X-Y
P2	ADA/Title 24 and Building Improvements to the Existing Senior Center	44	$2,791,489	$2,791,489	$0		A,C-K,M-S,U,X-Y
P3	Barrio Logan Park Acquisition & Development	45	$23,087,961	$23,087,961	$0		A,C-K,M-S,U,X-Y
P4	Perkins Elementary School Joint Use Improvements	46	$2,130,119	$2,130,119	$0		A,C-K,M-S,U,X-Y
P5	Boston Avenue Linear Park Development	47	$2,054,224	$2,054,224	$0		A,C-K,M-S,U,X-Y
P6	Cesar E. Chavez Recreation Center Development	48	$7,631,467	$7,631,467	$0		A,C-K,M-S,U,X-Y
P7	Las Chollas Creek Development	49	$1,371,149	$1,371,149	$0		A,C-K,M-S,U,X-Y
	TOTAL-PARK AND RECREATION PROJECTS		**$42,356,963**	**$41,268,763**	**$1,798,857**		
LIBRARY PROJECT							
L1	Logan Heights Branch Library	50	$14,592,097	$1,021,447	$14,592,097	SESD/DIF, HUD, GRANT	COMPLETE
	TOTAL-LIBRARY PROJECT		**$14,592,097**	**$1,021,447**	**$14,592,097**		
FIRE-RESCUE PROJECT							
F1	Fire Station #7	51	$14,000,000	$7,000,000	$0		A,C,E-K,M-Q,S,U-V,Y
	TOTAL-FIRE PROJECT		**$14,000,000**	**$7,000,000**	**$0**		
	TOTAL-ALL PROJECTS		**$94,108,060**	**$66,949,210**	**$21,890,954**		

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **CESAR E. CHAVEZ PARKWAY-HARBOR DRIVE TO LOGAN AVENUE**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

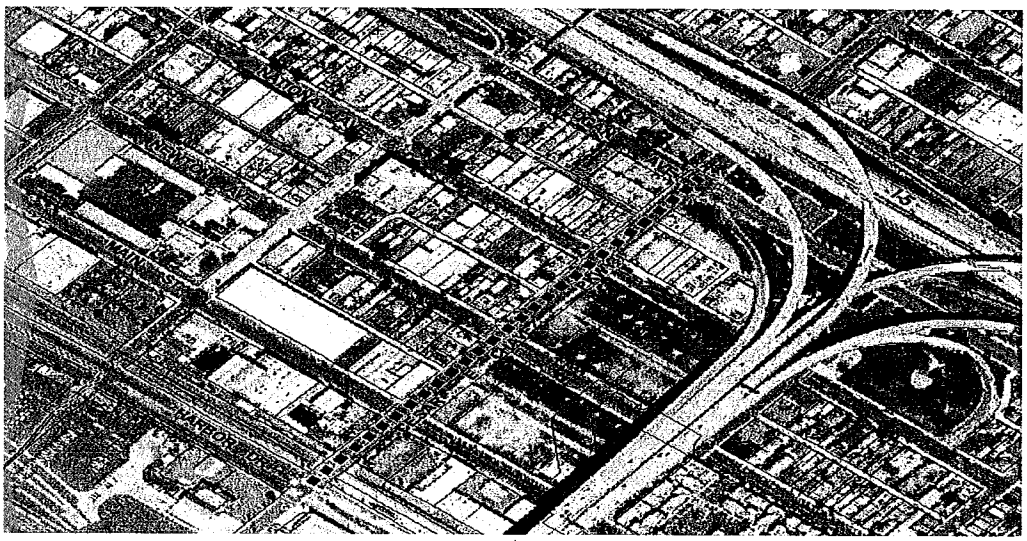
CIP/WBS #:

PROJECT: T1
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL CONSTRUCT A RAISED MEDIAN ON CESAR E. CHAVEZ PARKWAY BETWEEN HARBOR DRIVE AND LOGAN AVENUE.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: DESIGN AND CONSTRUCTION WILL BE SCHEDULED WHEN FUNDING IS AVAILABLE.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$850,000	UNIDEN								
$850,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **28TH STREET--HARBOR DRIVE TO MAIN STREET**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

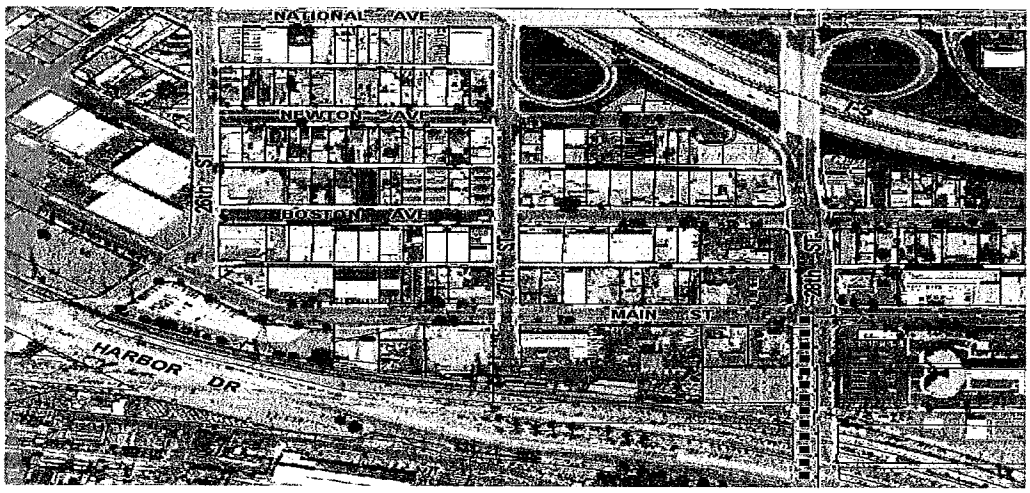
CIP/WBS #:

PROJECT: T2
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: HARBOR DRIVE TO MAIN STREET--THIS PROJECT WILL RECONFIGURE THE ROADWAY TO INCREASE CAPACITY AND IMPROVE ACCESS TO THE NAVY COMMISSARY. THIS IMPROVEMENT WOULD INCLUDE THE INSTALLATION OF A QUAD GATE FOR THE RAILROAD/TROLLEY TRACKS. IN ADDITION, THE PROJECT WILL MODIFY THE INTERSECTION OF HARBOR DRIVE AND 28TH STREET TO PROVIDE DUAL EASTBOUND LEFT-TURN LANES.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: DESIGN AND CONSTRUCTION WILL BE SCHEDULED WHEN FUNDING IS AVAILABLE.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$1,850,000	UNIDEN								
$1,850,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **28TH STREET--NATIONAL AVENUE TO MAIN STREET**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

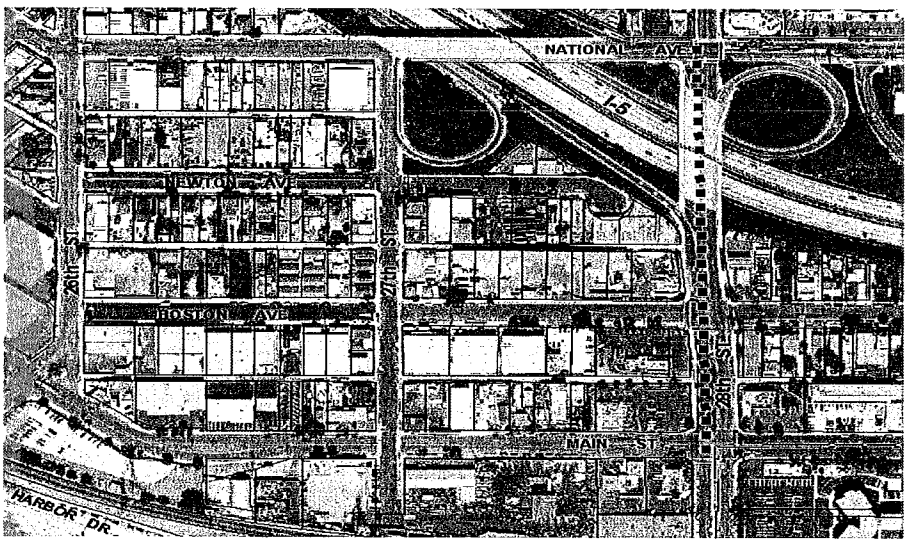
CIP/WBS #:

PROJECT: T3
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: 28TH STREET--NATIONAL AVENUE TO MAIN STREET--THIS PROJECT WILL RECONFIGURE THE ROADWAY TO ACCOMMODATE TWO NORTHBOUND LANES AND THREE SOUTHBOUND LANES WITH A 5' RAISED MEDIAN.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: DESIGN AND CONSTRUCTION WILL BE SCHEDULED WHEN FUNDING IS AVAILABLE.



FUNDING	SOURCE	EXPEN/ENCUM	CONT/APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$1,675,000	UNIDEN								
$1,675,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **NATIONAL AVENUE--16TH STREET TO 26TH STREET**

DEPARTMENT: TRANSPORTATION AND STORM WATER

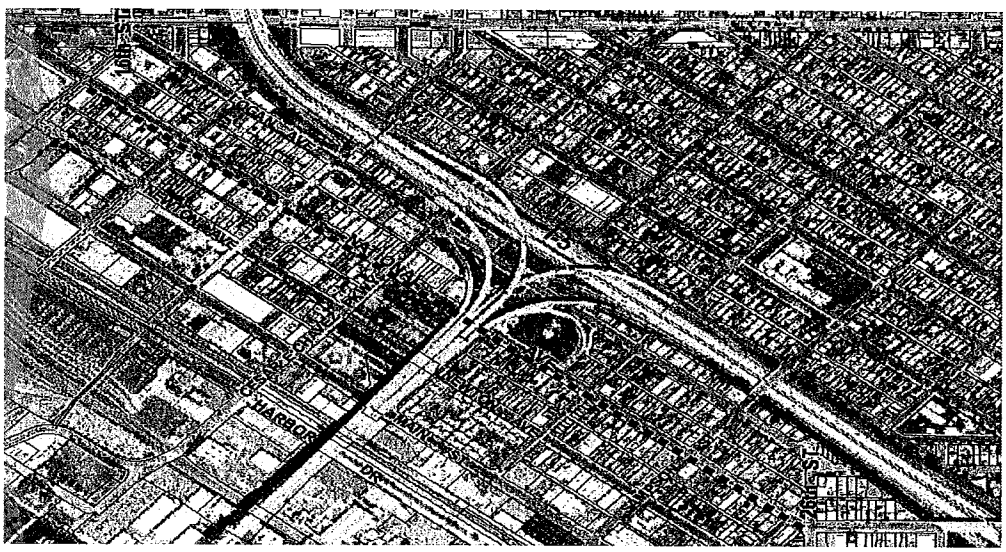
CIP/WBS #:

PROJECT: T4
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT INCLUDES THE EVALUATION OF THE FEASABILITY OF TRAFFIC CALMING MEASURES ON NATIONAL AVE BETWEEN 16TH ST AND 26TH ST AND INSTALLATION OF ANY FEASIBLE TRAFFIC CALMING MEASURES IDENTIFIED IN THE EVALUATION, (ASSUMES THE INSTALLATION OF POP-OUTS AT FOUR LOCATIONS, ONE NEW TRAFFIC SIGNAL AND TWO SIGNAL MODIFICATIONS).

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: DESIGN AND CONSTRUCTION WILL BE SCHEDULED WHEN FUNDING IS AVAILABLE.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT-APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$1,650,000	UNIDEN								
$1,650,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **BOSTON AVENUE--26TH STREET TO 28TH STREET**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

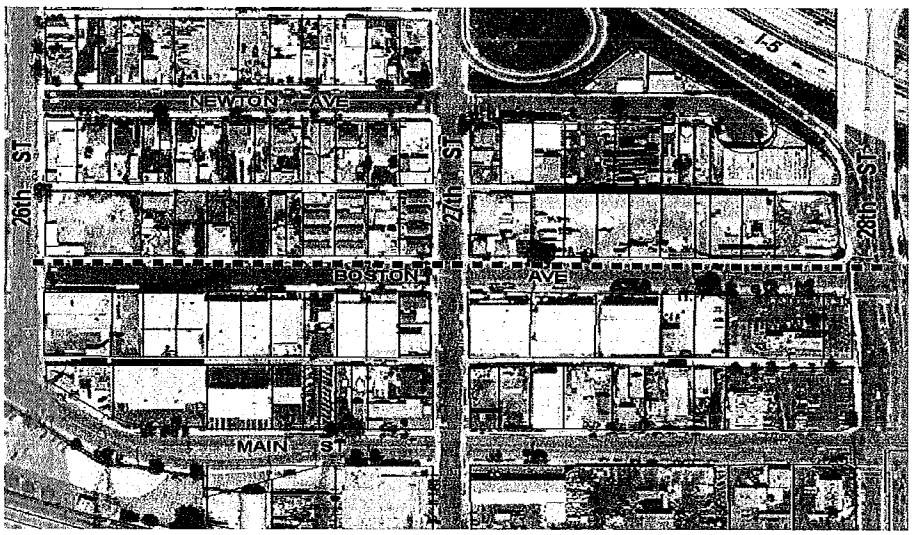
CIP/WBS #:

PROJECT: T5
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL PROVIDE TRAFFIC CALMING IMPROVEMENTS WHICH IMPACT VEHICULAR TRAFFIC, IMPROVE PEDESTRIAN SAFETY, AND PROVIDES PARKING AND "SHARROW" BICYCLE LANES ON BOSTON AVE BETWEEN 26TH ST AND 28TH ST.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING:	SOURCE:	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$1,675,000	UNIDEN								
$1,675,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **26TH STREET--MAIN STREET TO BOSTON AVENUE**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

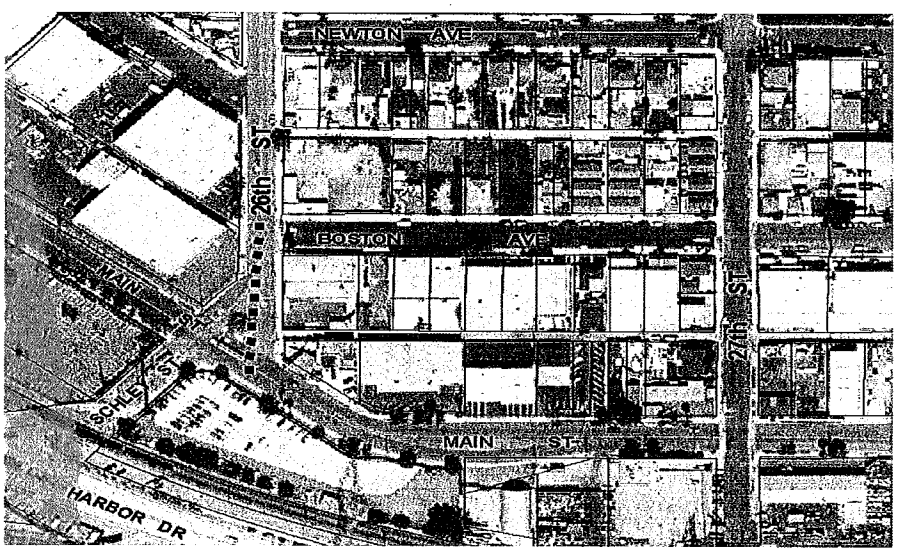
CIP/WBS #:

PROJECT: T6
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL PROVIDE TRAFFIC CALMING AND INCREASE PEDESTRIAN SAFETY BY CONSTRUCTING AN ISLAND ON 26TH STREET TO RESTRICT THE NORTHBOUND TRAFFIC FROM SCHLEY STREET TO 26TH STREET.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT-APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$250,000	UNIDEN								
$250,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **TRAFFIC SIGNAL INSTALLATION--VARIOUS LOCATIONS**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

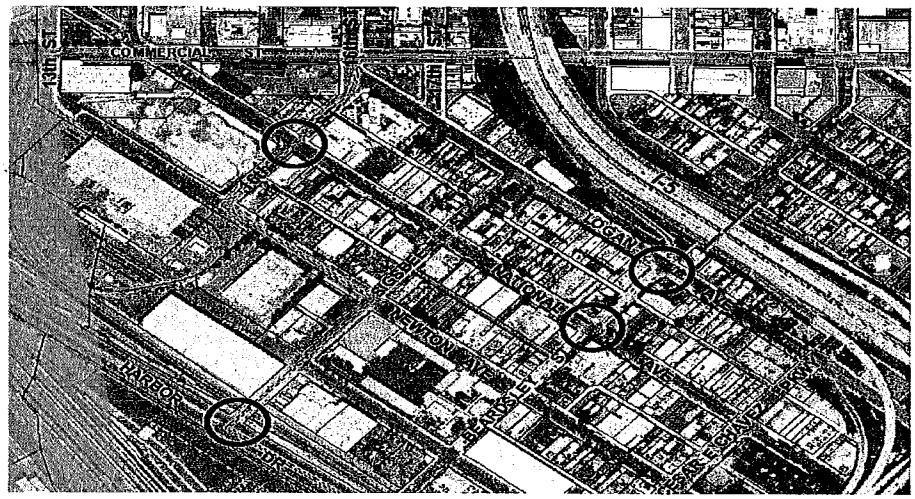
CIP/WBS #:

PROJECT: T7
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL INSTALL NEW TRAFFIC SIGNALS AT VARIOUS LOCATIONS:
1) NATIONAL AVENUE AND 16TH STREET
2) HARBOR DRIVE AND SIGSBEE STREET
3) LOGAN AVENUE AND BEARDSLEY STREET
4) NATIONAL AVENUE AND BEARDSLEY STREET
ADDITIONAL LOCATIONS MAY BE ADDED IN THE FUTURE BASED ON NEED.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$1,700,000	UNIDEN								
$1,700,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **HARBOR DRIVE AND BEARDSLEY STREET**

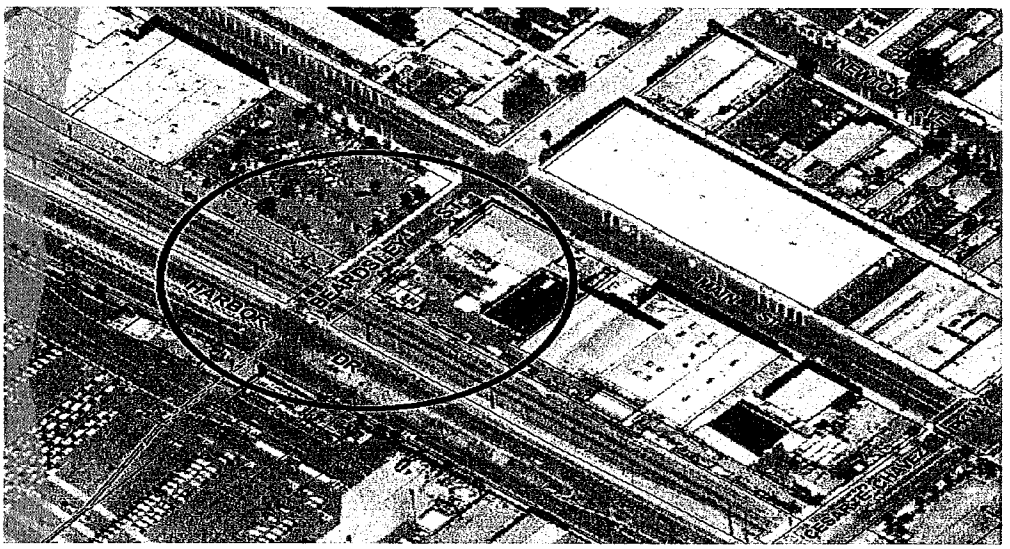
DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

PROJECT: T8
COUNCIL DISTRICT: 8
CIP/WBS #:
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL PROVIDE TRAFFIC CALMING AND INCREASE PEDESTRIAN SAFETY BY MODIFYING THE RAISED MEDIAN ALONG HARBOR DRIVE TO RESTRICT THE EASTBOUND LEFT-TURN MOVEMENTS AND SOUTHBOUND LEFT-TURN MOVEMENTS.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$325,000	UNIDEN								
$325,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **CESAR E. CHAVEZ PARKWAY AND LOGAN AVENUE**

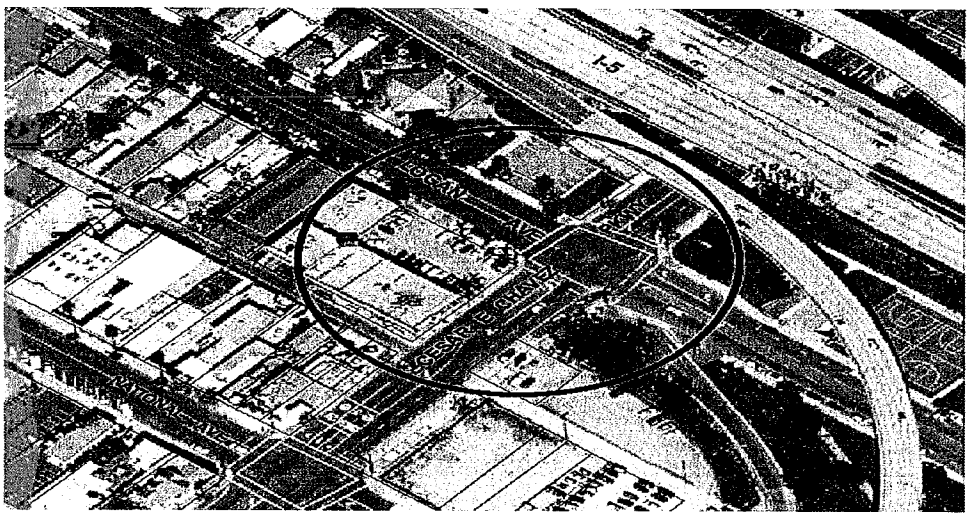
DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

PROJECT: T9
COUNCIL DISTRICT: 8
CIP/WBS #:
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL CLOSE THE NORTHBOUND RIGHT-TURN LANE AT CESAR E. CHAVEZ PARKWAY AND SR-75 ON-RAMP. IT WOULD RECONSTRUCT SIDEWALKS AND IMPROVE PEDESTRIAN CROSSING, ADD AN EXCLUSIVE EASTBOUND RIGHT-TURN LANE AND AN EXCLUSIVE NORTHBOUND RIGHT-TURN OVERLAP. THIS PROJECT WILL INCREASE AUTO AND PEDESTRIAN SAFETY.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$500,000	UNIDEN								
$500,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **CESAR E. CHAVEZ PARKWAY AND NATIONAL AVENUE**

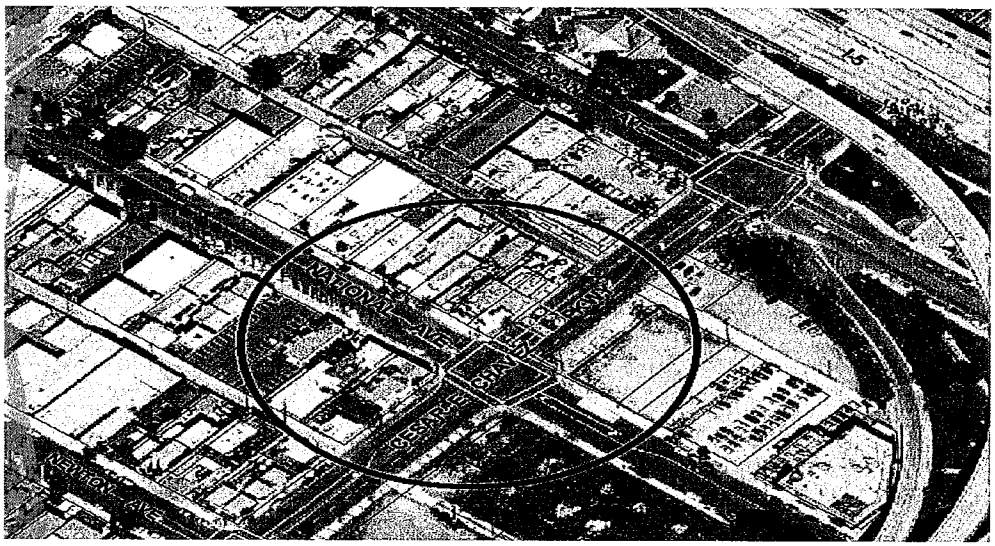
DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

PROJECT: T10
COUNCIL DISTRICT: 8
CIP/WBS #:
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL MODIFY THE INTERSECTION OF CESAR E. CHAVEZ PARKWAY AND NATIONAL AVE TO ACCOMMODATE EXCLUSIVE WESTBOUND AND EASTBOUND RIGHT-TURN LANES. THIS PROJECT WILL ALSO INCLUDE SIGNAL MODIFICATIONS.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING	SOURCE	EXPEN/ENCUM	CONT/APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$50,000	UNIDEN								
$50,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **CESAR E. CHAVEZ PARKWAY AND MAIN STREET**

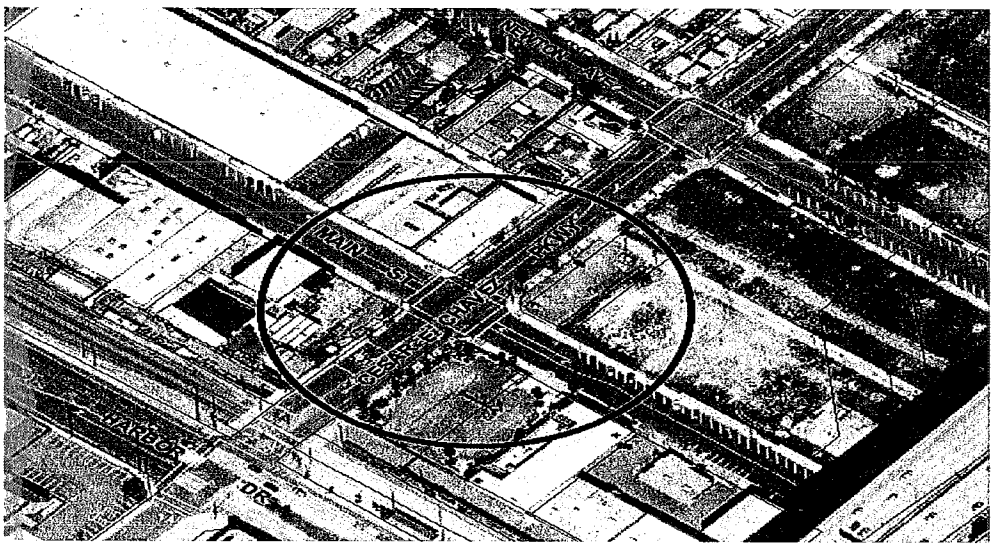
DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

PROJECT: T11
COUNCIL DISTRICT: 8
CIP/WBS #:
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL MODIFY THE INTERSECTION OF CESAR E. CHAVEZ PARKWAY AND MAIN STREET TO ACCOMMODATE AN EXCLUSIVE WESTBOUND RIGHT-TURN LANE ON CESAR E. CHAVEZ PARKWAY. THIS PROJECT WILL ALSO INCLUDE SIGNAL MODIFICATIONS.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$50,000	UNIDEN								
$50,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **CESAR E. CHAVEZ PARWAY AND HARBOR DRIVE**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

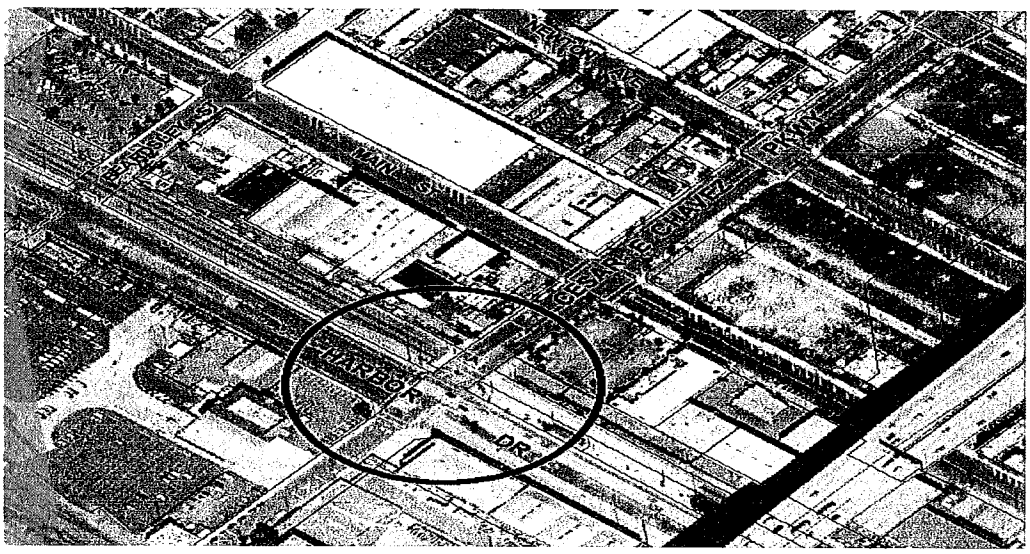
CIP/WBS #:

PROJECT: T12
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL ADD DUAL EASTBOUND LEFT-TURN LANES, SOUTHBOUND RIGHT-TURN OVERLAP PHASE, EXCLUSIVE WESTBOUND RIGHT-TURN LANE AND EXCLUSIVE NORTHBOUND RIGHT-TURN LANE AT THE INTERSECTION OF CESAR E. CHAVEZ PARKWAY AND HARBOR DRIVE. IT IS ANTICIPATED THAT CALTRANS WILL COMPLETE THE EXTENSION OF THE WESTBOUND LEFT TURN LANE.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT/APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$475,000	UNIDEN								
$475,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **LOGAN AVENUE AND SAMPSON STREET**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

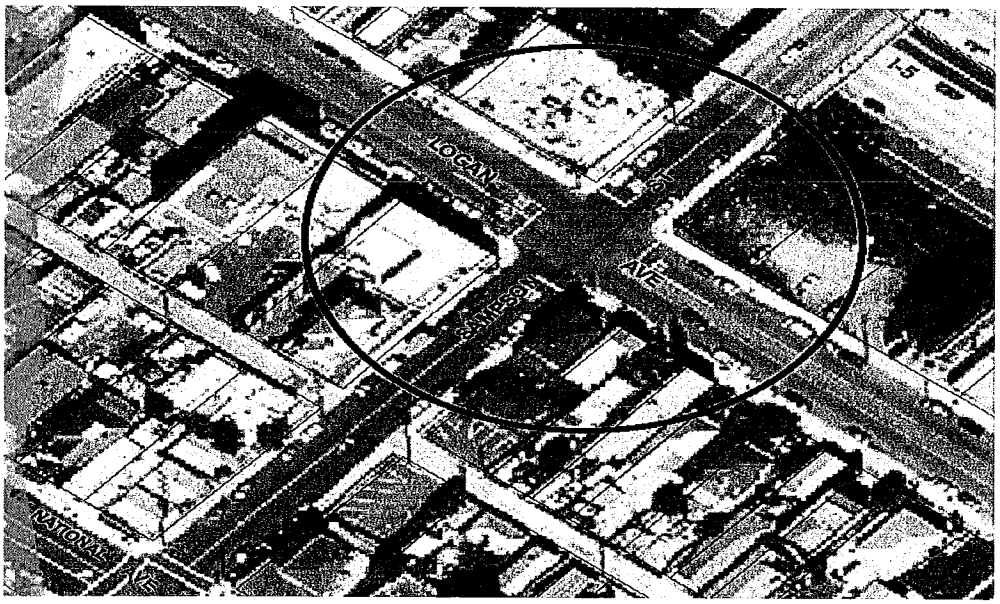
CIP/WBS #:

PROJECT: T13
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL INSTALL A TRAFFIC SIGNAL AND RESTRIPE THE INTERSECTION OF LOGAN AVENUE AND SAMPSON STREET TO ACCOMMODATE AN EXCLUSIVE SOUTHBOUND AND NORTHBOUND LEFT-TURN LANES.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$375,000	UNIDEN								
$375,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **HARBOR DRIVE AND SCHLEY STREET**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

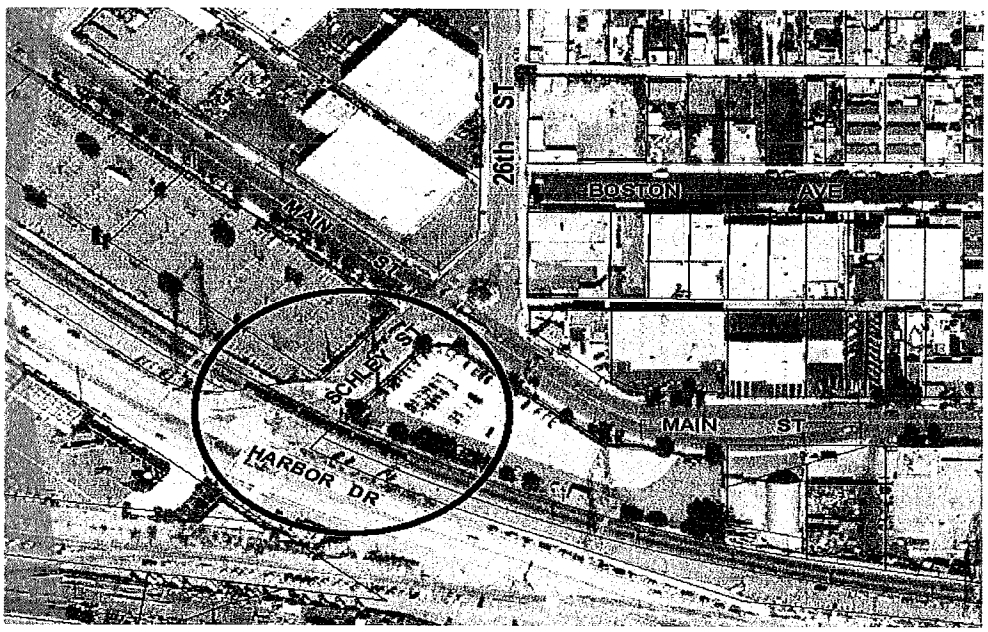
CIP/WBS #:

PROJECT: T14
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL ADD A SOUTHBOUND RIGHT TURN OVERLAP PHASE, AND RESTRIPE THE INTERSECTION OF HARBOR DRIVE AND SCHLEY STREET TO ELIMINATE THE SOUTHBOUND THROUGH/LEFT-TURN MOVEMENTS.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$250,000	UNIDEN								
$250,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **BOSTON AVENUE CLASS I BICYCLE FACILITY**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

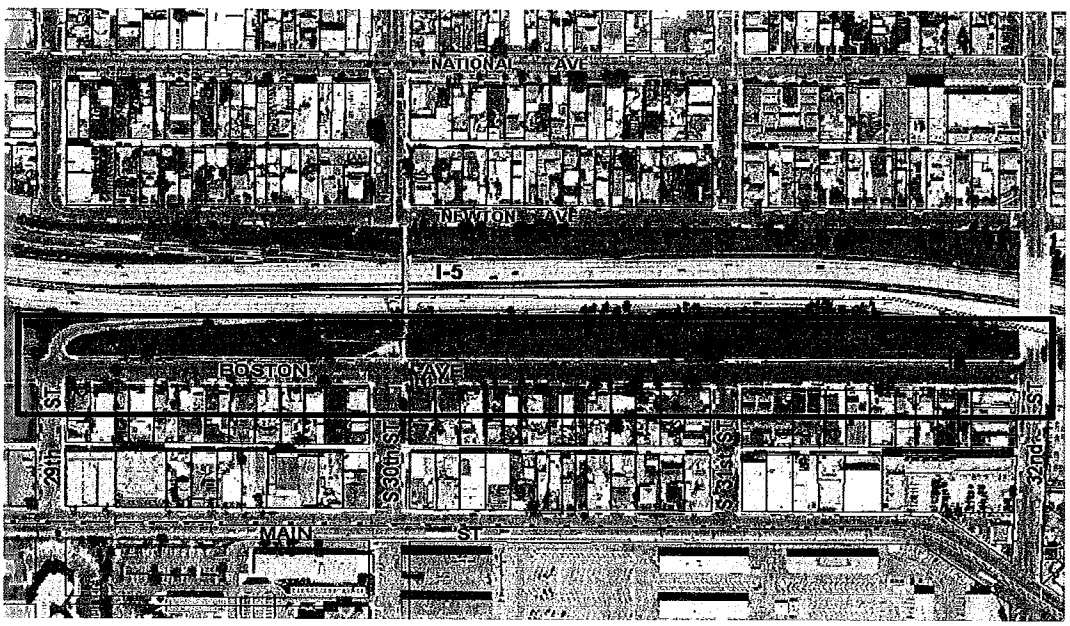
CIP/WBS #:

PROJECT: T15
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL CONSTRUCT A CLASS I BICYCLE FACILITY ON BOSTON AVENUE BETWEEN 29TH AND 32ND STREET.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$150,000	UNIDEN								
$150,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **BAYSHORE BIKEWAY**

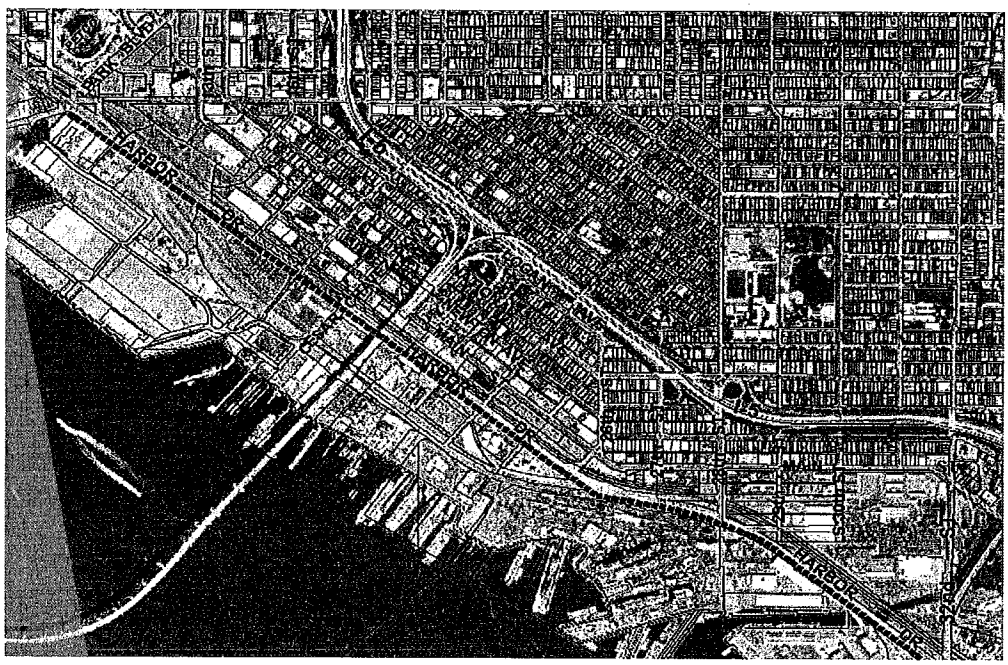
DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

PROJECT: T16
COUNCIL DISTRICT: 8
CIP/WBS #:
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL CONSTRUCT A CLASS I BICYCLE FACILITY ON HARBOR DRIVE BETWEEN THE HARBOR BRIDGE TO 32ND STREET.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$2,634,000	UNIDEN								
$2,634,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **HARBOR DRIVE AND CESAR E. CHAVEZ PARKWAY--TROLLEY LINE**

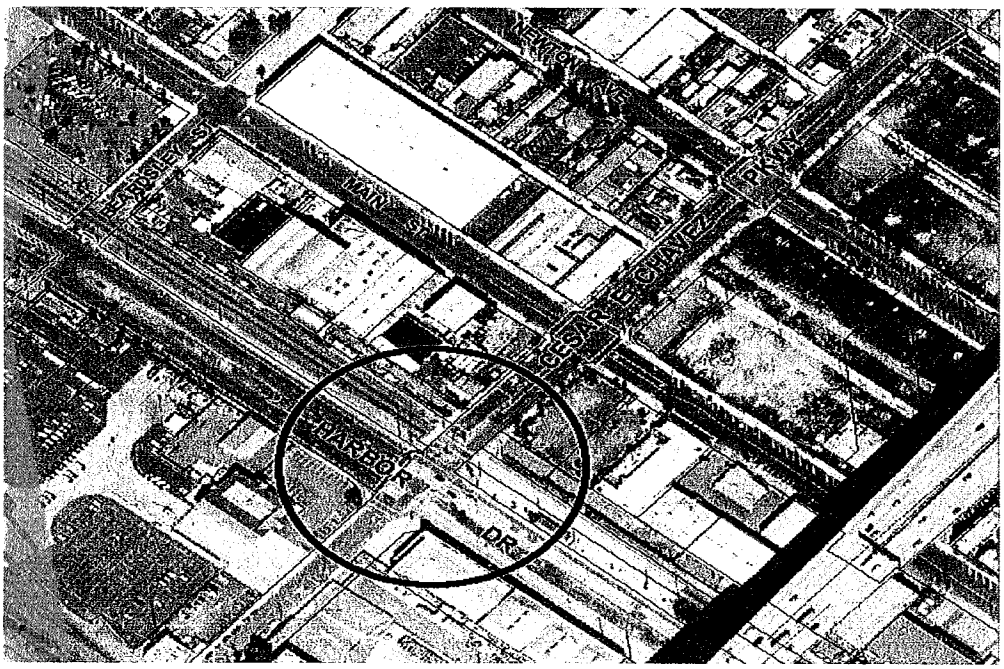
DEPARTMENT: METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

CIP/WBS #:

PROJECT: T17
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WOULD INSTALL A GRADE SEPARATE SAN DIEGO TROLLEY LINE AT HARBOR DRIVE AND CESAR E. CHAVEZ PARKWAY. THIS IS A REGIONAL PROJECT AND WILL NOT BE FUNDED WITH DEVELOPMENT IMPACT FEES (DIF).

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **HARBOR DRIVE AND 28TH STREET--TROLLEY LINE**

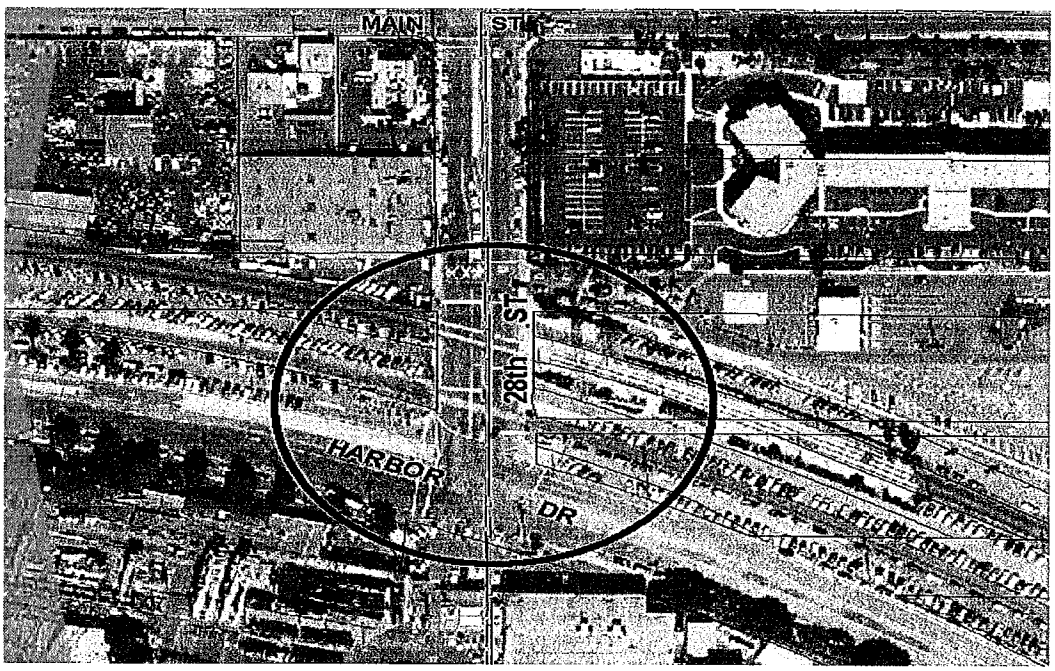
DEPARTMENT: METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

CIP/WBS #:

PROJECT: T18
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WOULD INSTALL A GRADE SEPARATE SAN DIEGO TROLLEY LINE. THIS IS A REGIONAL PROJECT AND WILL NOT BE FUNDED WITH DEVELOPMENT IMPACT FEES (DIF).

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **HARBOR DRIVE AND 32ND STREET--TROLLEY LINE**

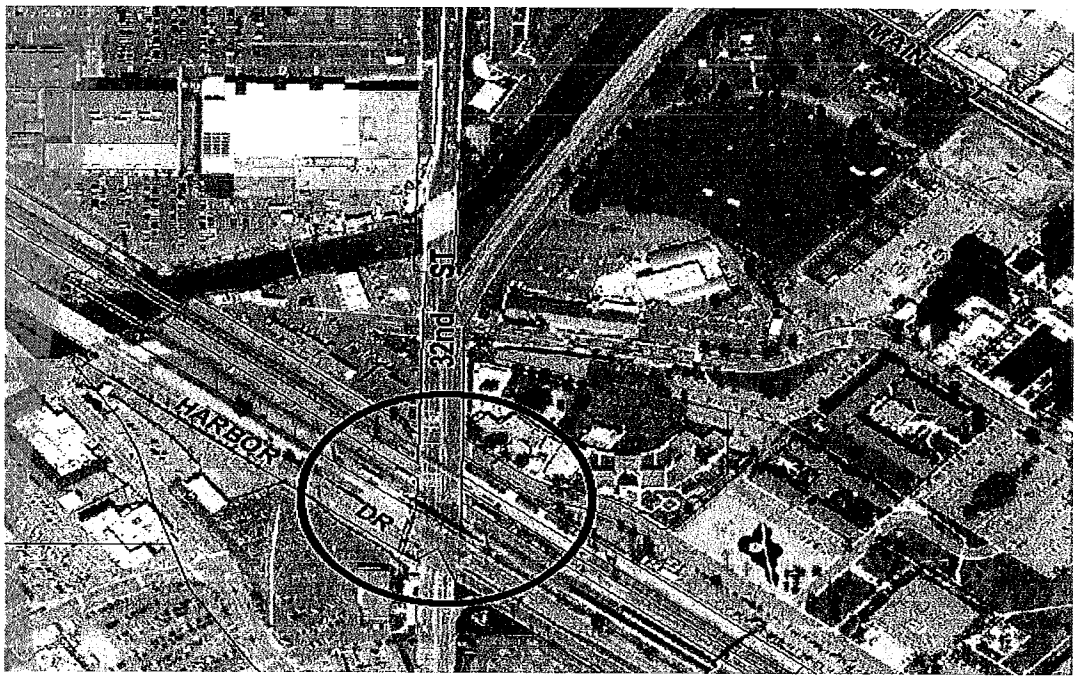
DEPARTMENT: METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

CIP/WBS #:

PROJECT: T19
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WOULD INSTALL A GRADE SEPARATE SAN DIEGO TROLLEY LINE. THIS IS A REGIONAL PROJECT AND WILL NOT BE FUNDED WITH DEVELOPMENT IMPACT FEES (DIF).

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **HARBOR DRIVE AND 32ND STREET**

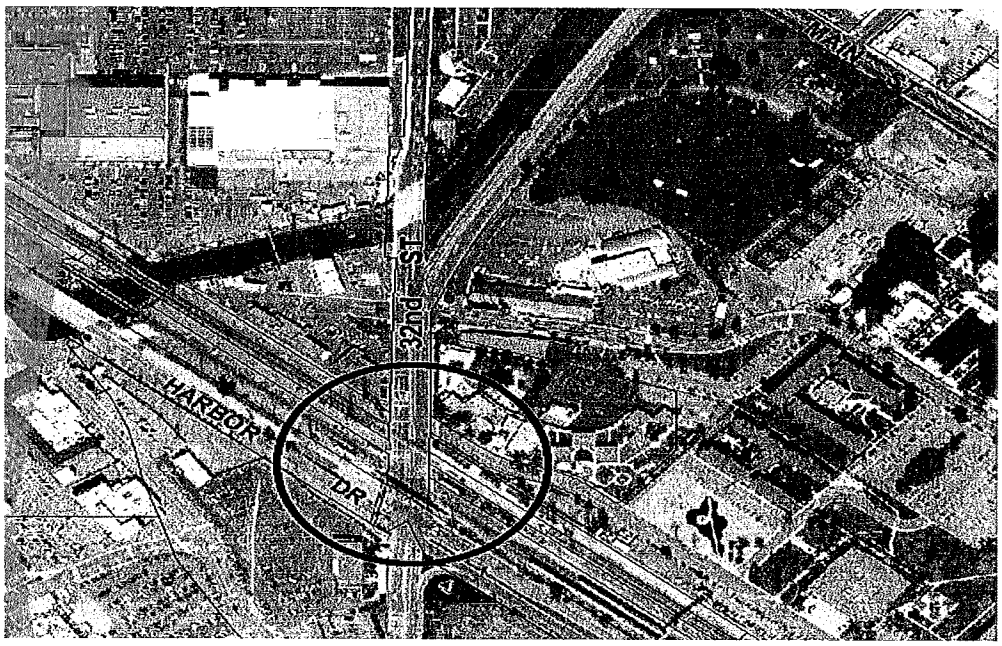
DEPARTMENT: METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

CIP/WBS #:

PROJECT: T20
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WOULD PROVIDE A DIRECT CONNECTION FROM EASTBOUND HARBOR DRIVE TO NORTHBOUND 32ND STREET/WABASH STREET. THIS IS A REGIONAL PROJECT AND WILL NOT BE FUNDED BY DEVELOPMENT IMPACT FEES (DIF).

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **ACCESSIBILITY COMPLIANCE**

DEPARTMENT: DISABILITY SERVICES

CIP/WBS #:

PROJECT: T21
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WOULD PROVIDE FUNDING FOR AMERICAN DISABILITIES ACT (ADA) BARRIER REMOVAL AND DISABILITY RELATED CITIZENS COMPLAINTS AT ALL BARRIO LOGAN PUBLIC FACILITIES. PROJECTS MAY INCLUDE CURB RAMPS, AUDIBLE SIGNALS, INSTALLATION OF SIDEWALKS, SECURITY LIGHTING AND OTHER PROJECTS WHICH WILL REMOVE BARRIERS.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT. SECTION 504 OF THE REHABILITATION ACT OF 1973 AND TITLE II OF THE AMERICANS WITH DISABILITIES ACT (ADA) WHICH BECAME EFFECTIVE ON JANUARY 26, 1992 PROHIBITS DISCRIMINATION TO ALL PROGRAMS, ACTIVITIES AND SERVICES PROVIDED BY PUBLIC ENTITIES. IT APPLIES TO ALL STATE AND LOCAL GOVERNMENTS, THEIR DEPARTMENTS AND AGENCIES, AND ANY OTHER INSTRUMENTALITIES OR SPECIAL PURPOSE DISTRICTS. REMOVING ARCHITECTURAL BARRIERS GUARANTEES EQUAL OPPORTUNITY FOR INDIVIDUALS WITH OR WITHOUT DISABILITIES TO AREAS OF PUBLIC ACCOMODATIONS. THESE AREAS MUST INCLUDE BUT ARE NOT LIMITED TO EMPLOYMENT, TRANSPORTATION, PUBLIC RIGHTS OF WAY, STATE AND LOCAL GOVERNMENT BUILDINGS, PROGRAMS, SERVICES, ACTIVITIES AND TELECOMMUNICATIONS.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$1,000,000	UNIDEN								
$1,000,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **TRAFFIC SIGNAL MODIFICATION**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

PROJECT: T22
COUNCIL DISTRICT: 8
CIP/WBS #:
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL INSTALL, UPGRADE, AND/OR IMPROVE TRAFFIC SIGNALS THROUGHOUT THE COMMUNITY.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.

FUNDING	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$200,000	UNIDEN								
$200,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **CESAR E. CHAVEZ PARKWAY IMPROVEMENTS (FORMERLY CROSBY ST)**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

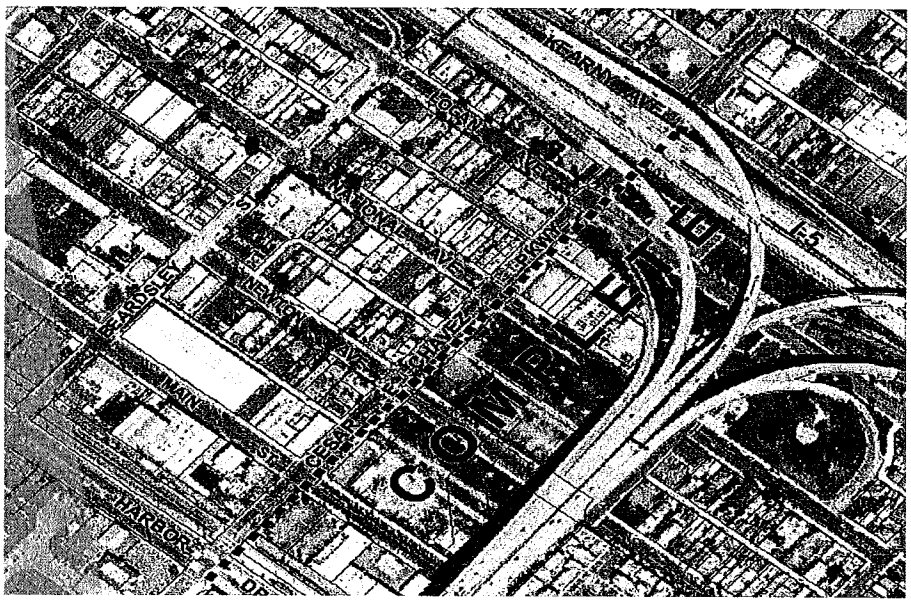
CIP/WBS #: 52-513.0

PROJECT: T23
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT PROVIDED FOR THE WIDENING OF CESAR E. CHAVEZ PARKWAY (FORMERLY CROSBY ST) FROM HARBOR DRIVE TO KEARNY AVENUE TO A MODIFIED FOUR-LANE MAJOR STREET. THE PROJECT INCLUDED THE OFF-SITE I-5 AND CORONADO BRIDGE RAMPS.

JUSTIFICATION: CESAR E. CHAVEZ PARKWAY (FORMERLY CROSBY ST) IS CLASSIFIED AS A FOUR-LANE MAJOR STREET IN THE COMMUNITY PLAN. PREVIOUS TRAFFIC VOLUMES WERE BEYOND THE DESIRABLE CAPACITY OF THE EXISTING TWO-LANE FACILITY. A TRAFFIC STUDY REQUIRED THE IMPROVEMENT OF THE STREET TO A MINIMUM OF FOUR-LANES. THIS IMPROVEMENT ENHANCED THE MOVEMENT OF HEAVY TRAFFIC IN THE ADJACENT NEIGHBORHOOD.

SCHEDULE: THIS PROJECT WAS COMPLETED IN 1994. CROSBY STREET IS NOW CALLED CESAR E. CHAVEZ PARKWAY. DIF FUNDS WERE NOT USED TO BUILD THIS PROJECT.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$4,200,000	TRANS	$4,200,000							
$1,000,000	FEDGR	$1,000,000							
$300,000	STATE S/L	$300,000							
$5,500,000	TOTAL	$5,500,000	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **BICYCLE LANES THROUGHOUT THE COMMUNITY**

DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

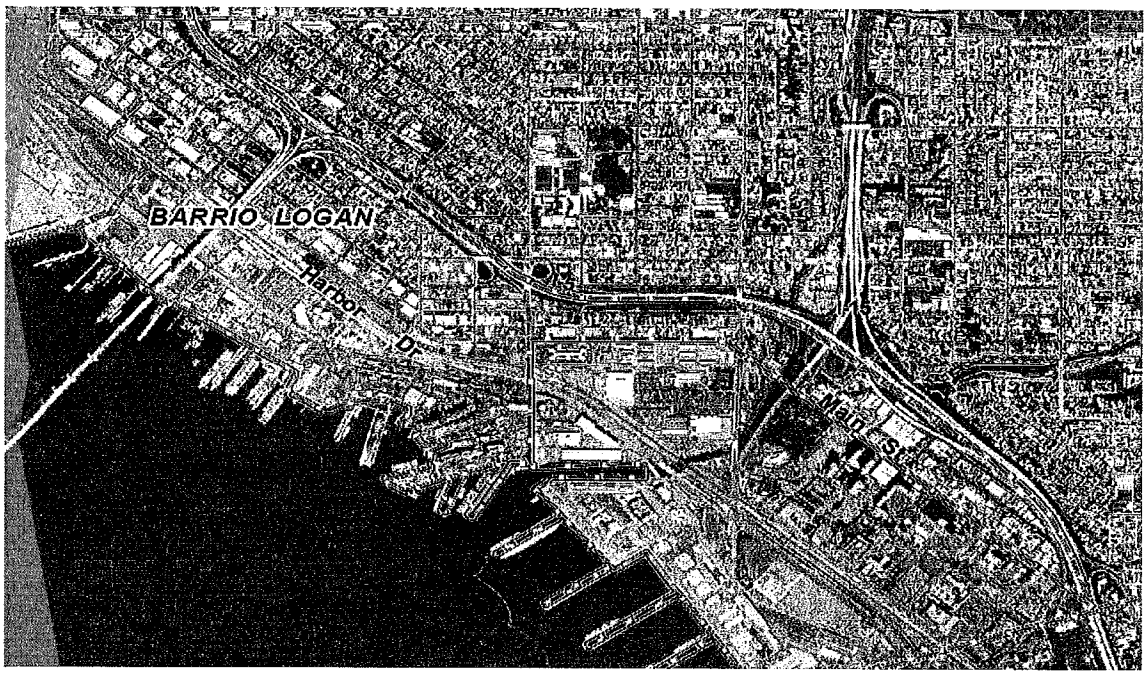
CIP/WBS #:

PROJECT: T24
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WOULD INSTALL BICYCLE LANES THROUGHOUT THE COMMUNITY.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$1,000,000	UNIDEN								
$1,000,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **STORM DRAIN EXPANSION THROUGHOUT THE COMMUNITY**

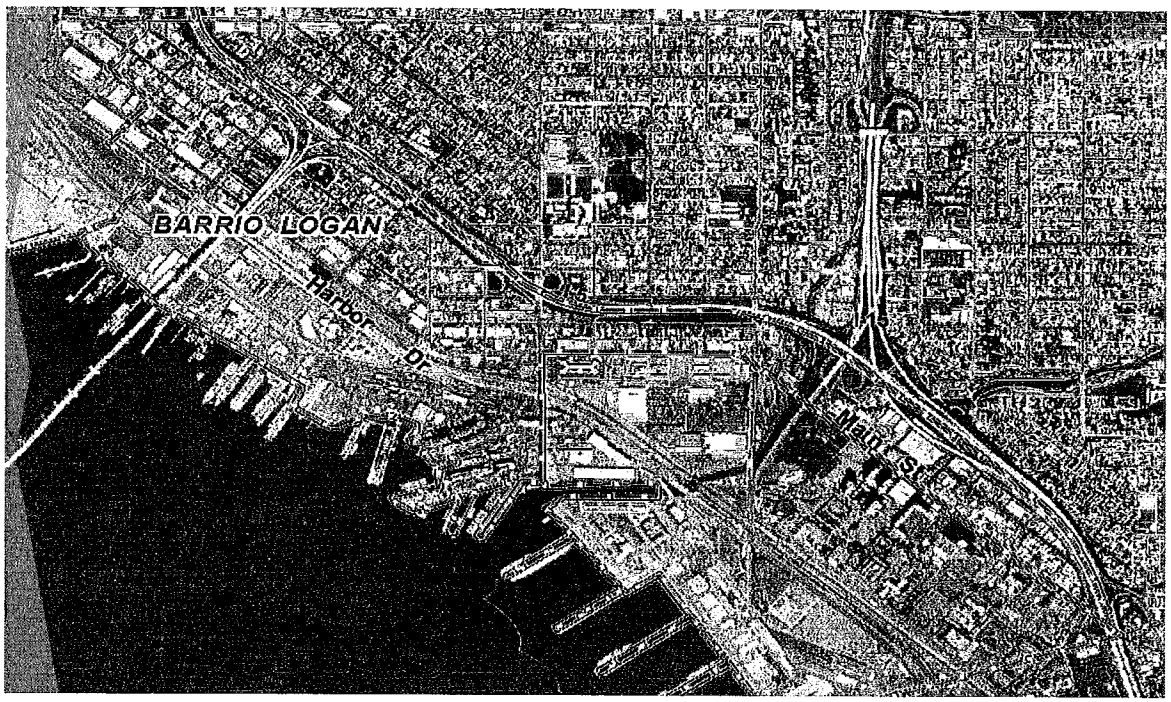
DEPARTMENT: ENGINEERING AND CAPITAL PROJECTS

PROJECT: T25
COUNCIL DISTRICT: 8
CIP/WBS #:
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WOULD EXPAND STORM DRAINS THROUGHOUT THE COMMUNITY TO ACCOMMODATE THE INCREASE IN DEVELOPMENT.

JUSTIFICATION: THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$1,000,000	UNIDEN								
$1,000,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **ADA/TITLE 24 IMPROVEMENTS & EXPANSION OF CHICANO PARK**

DEPARTMENT: PARK AND RECREATION

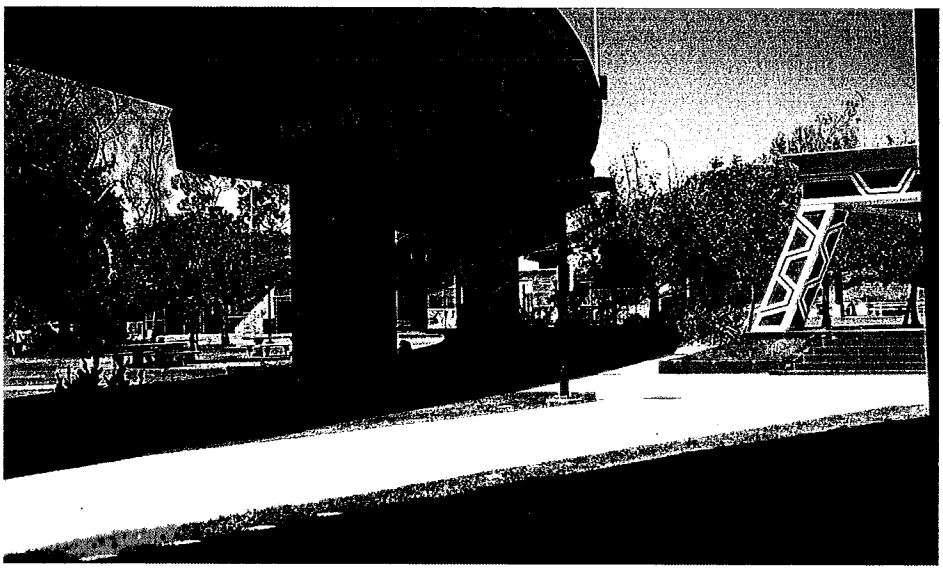
CIP/WBS #: S13003

PROJECT: P1
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT PROVIDES FOR ACCESSIBILITY UPGRADES AT CHICANO PARK TO ACCOMMODATE PERSONS WITH DISABILITIES PURSUANT TO STATE AND FEDERAL ACCESSIBILITY GUIDELINES AND REGULATIONS, WHILE RESPECTING THE PARK'S CULTURAL SIGNIFICANCE AND ATTRIBUTES, AND FOR THE EXPANSION OF CHICANO PARK BY APPROXIMATELY 2.0 ACRES THROUGH ACQUISITION OR GROUND LEASE, AND DEVELOPMENT OF ADJACENT AND CONTIGUOUS PARCELS AS THEY BECOME AVAILABLE OR FEASIBLE, TO SERVE FUTURE RESIDENTS. ACCESSIBILITY UPGRADES FOR EXISTING PARK LAND MAY INCLUDE PARKING AREAS, WALKWAYS, CHILDREN'S PLAY AREAS, COMFORT STATION UPGRADES, DRINKING FOUNTAINS, PARK FURNITURE. A SKATEBOARD PLAZA, PARK LIGHTING, SPORTFIELD LIGHTING WOULD EXPAND THE USE OF THE EXISTING PARK.

JUSTIFICATION: THIS PROJECT IS IN CONFORMANCE WITH THE CITY'S GENERAL PLAN GUIDELINES FOR POPULATION-BASED PARKS AND RECREATION FACILITIES AND IMPLEMENTS THE BARRIO LOGAN COMMUNITY PLANS RECOMMENDATIONS. THIS PROJECT IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED AS FUNDING IS IDENTIFIED.



FUNDING	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$1,088,200	HCDGRANT				$1,088,200				
$700,000	BL DIF		$400,000	$300,000					
$10,657	MAJDISTRICT		$10,657						
$1,491,697	UNIDEN								
$3,290,554	TOTAL	$0	$410,657	$300,000	$1,088,200	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **ADA/TITLE 24 BUILDING IMPROVEMENTS/EXPANSION OF PARADISE SENIOR CTR**

DEPARTMENT: PARK AND RECREATION

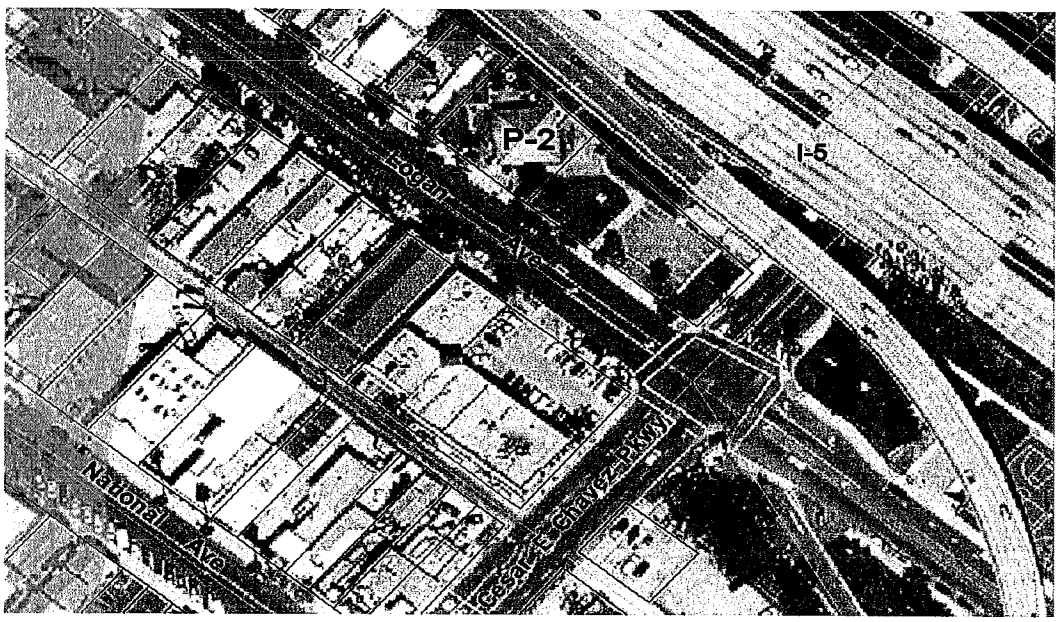
CIP/WBS #:

PROJECT: P2
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT IS AN EQUIVALENCY THAT ADDRESSES POPULATION BASED PARK NEEDS PER THE GENERAL PLAN STANDARD THAT PROVIDES FOR ACCESSIBILITY UPGRADES TO THE PARADISE SENIOR CENTER AT 1880 LOGAN AVENUE NEAR CHICANO PARK. TO ACCOMMODATE PERSONS WITH DISABILITIES WHILE RESPECTING THE COMMUNITY'S CULTURAL SIGNIFICANCE AND ATTRIBUTES, THE UPGRADES WILL MEET STATE AND FEDERAL ACCESSIBILITY GUIDELINES AND REGULATIONS, AND MAY INCLUDE PATH OF TRAVEL IMPROVEMENTS, SUCH AS PARKING AREAS AND WALKWAYS. THE PROJECT MAY INCLUDE EXPANSION (3,000 SF) OF KITCHEN, RESTROOM AND MULTI-PURPOSE ROOM ON APPROXIMATELY .5 ACRES OF CITY FEE-OWNED PROPERTY.

JUSTIFICATION: THIS PROJECT IS IN CONFORMANCE WITH THE CITY'S GENERAL PLAN GUIDELINES FOR POPULATION-BASED PARKS AND RECREATION FACILITIES AND IMPLEMENTS THE BARRIO LOGAN COMMUNITY PLANS RECOMMENDATIONS. THIS PROJECT IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$2,791,489	UNIDEN								
$2,791,489	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **BARRIO LOGAN PARKLAND ACQUISITION & DEVELOPMENT**

DEPARTMENT: PARK AND RECREATION

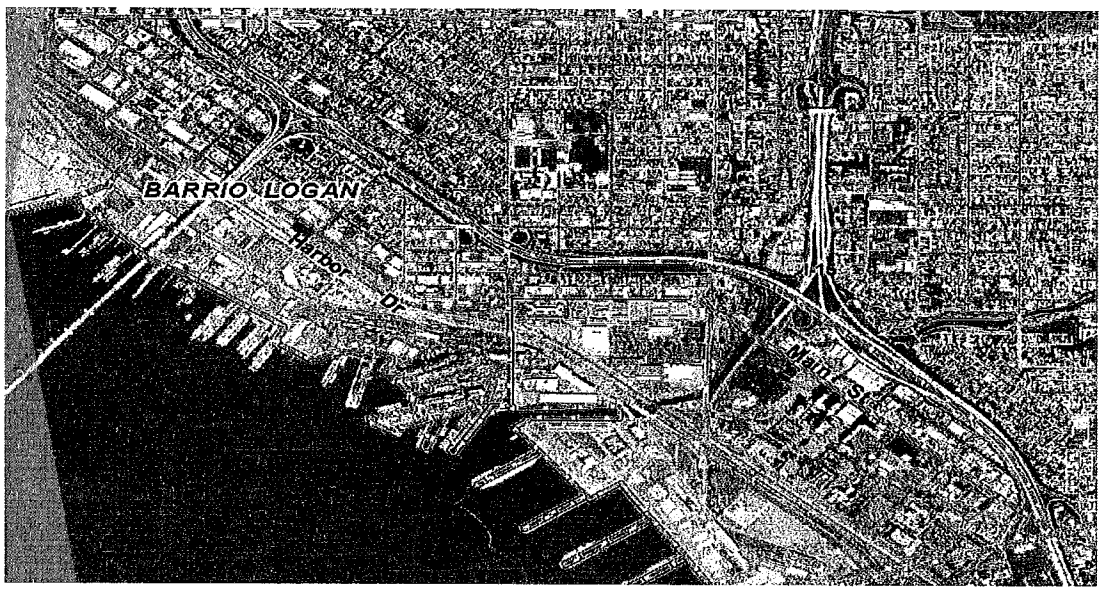
CIP/WBS #:

PROJECT: P3
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT PROVIDES FOR ACQUISITION AND DEVELOPMENT OF A MAXIMUM OF 11.04 ACRES OF PUBLIC PARKLAND OR THE APPLICATION OF PARK EQUIVALENCIES TO ACHIEVE THE GENERAL PLAN STANDARDS. PARK ACREAGE AND EQUIVALENCIES WOULD BE PURSUED AS OPPORTUNITIES PRESENT THEMSELVES AND COULD BE OBTAINED THROUGH URBAN INFILL AND REDEVELOPMENT PROPOSALS, RECLAMATION OF BROWNFIELD SITES, VACATIONS OF UNUTILIZED ALLEYS AND STREET RIGHTS-OF-WAY, OPPORTUNITY PURCHASES FOCUSING ON LAND THAT PROVIDES CONNECTIVITY TO SCHOOLS, RESIDENCES, ROOFTOP RECREATION ON PUBLIC OR PRIVATE PARKING STRUCTURES, AND OTHER RECREATIONAL AREAS AND FACILITIES TO SERVE FUTURE RESIDENTS WITHIN THE BARRIO LOGAN COMUNITY AT FULL COMMUNITY DEVELOPMENT IN 2035. NEW PARKLAND TO SERVE FUTURE RESIDENTS SHOULD BE LOCATED IN CLOSE PROXIMITY TO THE RESIDENTS TO BE SERVED IN ACCORDANCE WITH THE LAND USE PROPOSALS OUTLINED IN THE COMMUNITY PLAN. PARK AMENITIES COULD INCLUDE MULTI-PURPOSE TURF AREAS, COMMUNITY GARDENS, PLAYGROUNDS, MULTI-PURPOSE COURTS, PICNIC FACILITIES, FITNESS/EXERCISE FACILITIES, COMFORT STATIONS, WALKWAYS, SECURITY LIGHTING AND LANDSCAPING, ETC.

JUSTIFICATION: THIS PROJECT IS IN CONFORMANCE WITH THE CITY'S GENERAL PLAN GUIDELINES FOR POPULATION-BASED PARKS AND RECREATION FACILITIES AND IMPLEMENTS THE BARRIO LOGAN COMMUNITY PLANS RECOMMENDATIONS. THIS PROJECT IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED WHEN FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$23,087,961	UNIDEN								
$23,087,961	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **PERKINS ELEMENTARY JOINT USE IMPROVEMENTS**

DEPARTMENT: PARK AND RECREATION

CIP/WBS #:

PROJECT: P4
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT IS AN EQUIVALENCY THAT ADDRESSES POPULATION BASED PARK NEEDS PER THE GENERAL PLAN STANDARD THAT PROVIDES FOR THE DESIGN AND CONSTRUCTION OF APPROXIMATELY 2.0 ACRES OF JOINT USE FACILITIES, INCLUDING SYNTHETIC AND NATURAL TURF PLAYFIELDS, HARDCOURTS, INDOOR/OUTDOOR SOCCER ARENA, GYMNASIUM BUILDING AND CHILDREN'S PLAY AREA, AS APPROPRIATE, TO BE LOCATED AT THE FUTURE EXPANSION OF PERKINS ELEMENTARY SCHOOL OR ON FUTURE SAN DIEGO UNIFIED SCHOOL DISTRICT OWNED PROPERTY ELSEWHERE WITHIN THE COMMUNITY.

JUSTIFICATION: THIS PROJECT IS IN CONFORMANCE WITH THE CITY'S GENERAL PLAN GUIDELINES FOR POPULATION-BASED PARKS AND RECREATION FACILITIES AND IMPLEMENTS THE BARRIO LOGAN COMMUNITY PLANS RECOMMENDATIONS. THIS PROJECT IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED AS FUNDING IS IDENTIFIED.

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$2,130,119	UNIDEN								
$2,130,119	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **BOSTON AVENUE LINEAR PARK DEVELOPMENT**

DEPARTMENT: PARK AND RECREATION

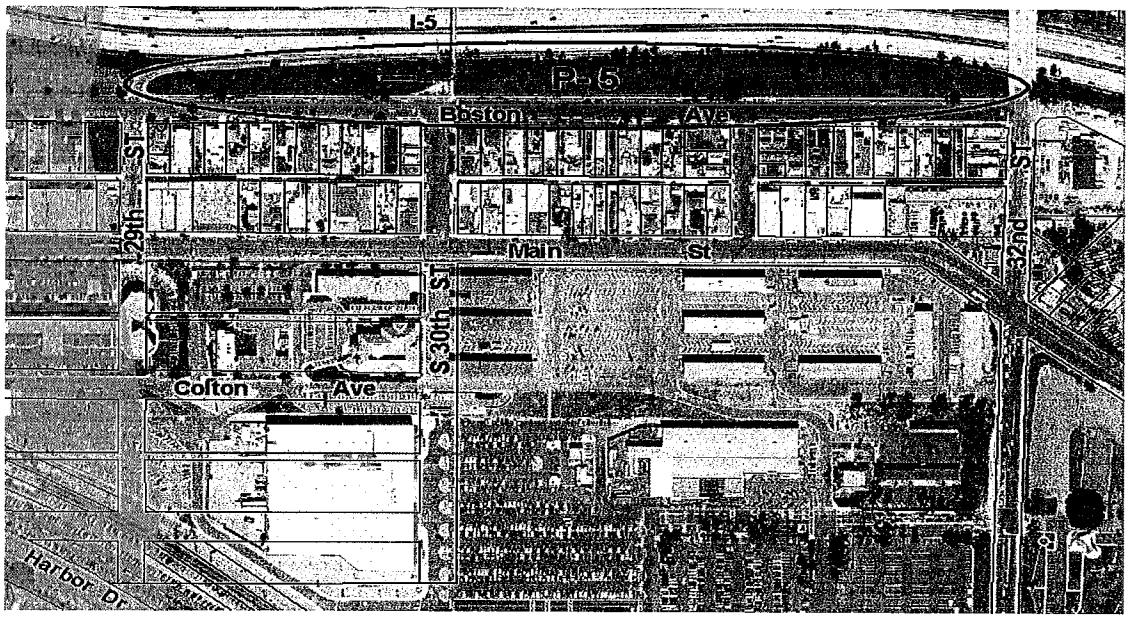
CIP/WBS #:

PROJECT: P5
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT PROVIDES FOR THE DESIGN AND CONSTRUCTION OF APPROXIMATELY 3.0 ACRES OF LINEAR PARK ALONG BOSTON AVENUE BETWEEN 29TH AND 32ND STREETS WITHIN THE CALTRANS AND CITY RIGHTS-OF-WAY. THE WIDTH OF THE STREET WILL BE DECREASED AND RESTRIPED CREATING THE PASSIVE PARK ON ONE SIDE. AMENITIES MAY INCLUDE WALKWAYS, BIKEPATH, SECURITY LIGHTING, SEATING AND LANDSCAPING.

JUSTIFICATION: THIS PROJECT IS IN CONFORMANCE WITH THE CITY'S GENERAL PLAN GUIDELINES FOR POPULATION-BASED PARKS AND RECREATION FACILITIES AND IMPLEMENTS THE BARRIO LOGAN COMMUNITY PLANS RECOMMENDATIONS. THIS PROJECT IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED AS FUNDING IS IDENTIFIED.



FUNDING	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$2,054,224	UNIDEN								
$2,054,224	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **CESAR E. CHAVEZ RECREATION CENTER DEVELOPMENT**

DEPARTMENT: PARK AND RECREATION

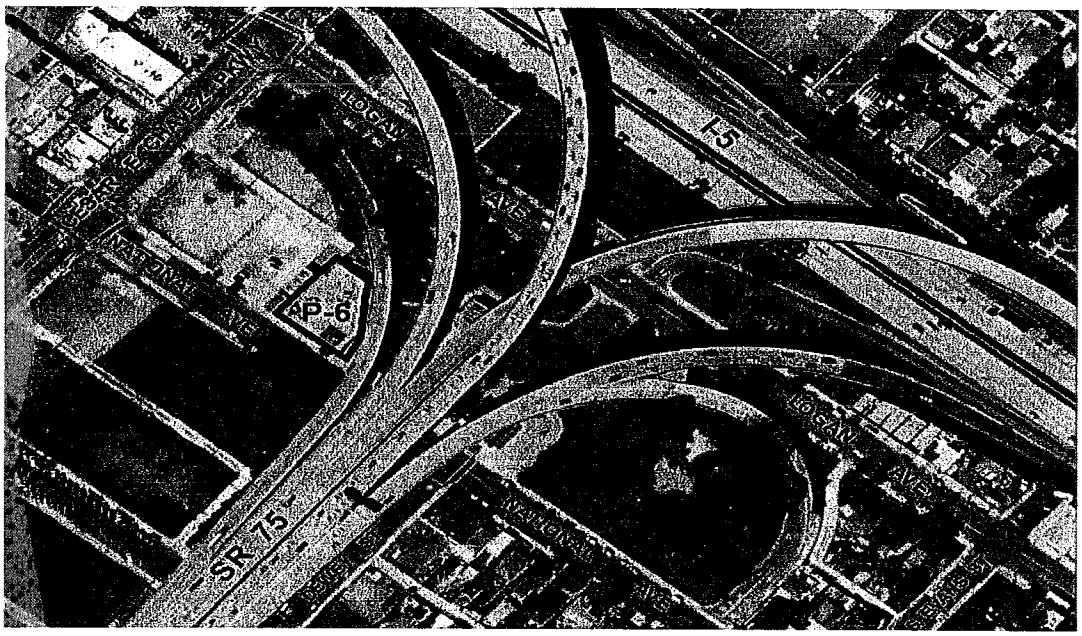
CIP/WBS #:

PROJECT: P6
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT IS AN EQUIVALENCY THAT ADDRESSES POPULATION BASED PARK NEEDS PER THE GENERAL PLAN STANDARD THAT PROVIDES FOR THE RENOVATION AND EXPANSION OF AN ADDITIONAL 11,000 SF TO THE CESAR E. CHAVEZ RECREATION CENTER TO ACCOMMODATE COMMUNITY RECREATION PROGRAMS FOR EXISTING AND FUTURE RESIDENTS, INCLUDING ACCESSIBILITY UPGRADES TO ACCOMMODATE PERSONS WITH DISABILITIES PURSUANT TO STATE AND FEDERAL ACCESSIBILITY GUIDELINES AND REGULATIONS. UPGRADES MAY INCLUDE PATH OF TRAVEL IMPROVEMENTS, SUCH AS PARKING AREAS AND WALKWAYS.

JUSTIFICATION: THIS PROJECT IS IN CONFORMANCE WITH THE CITY'S GENERAL PLAN GUIDELINES FOR POPULATION-BASED PARKS AND RECREATION FACILITIES AND IMPLEMENTS THE BARRIO LOGAN COMMUNITY PLANS RECOMMENDATIONS. THIS PROJECT IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED AS FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$7,631,467	UNIDEN								
$7,631,467	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **LAS CHOLLAS CREEK DEVELOPMENT**

DEPARTMENT: PARK AND RECREATION

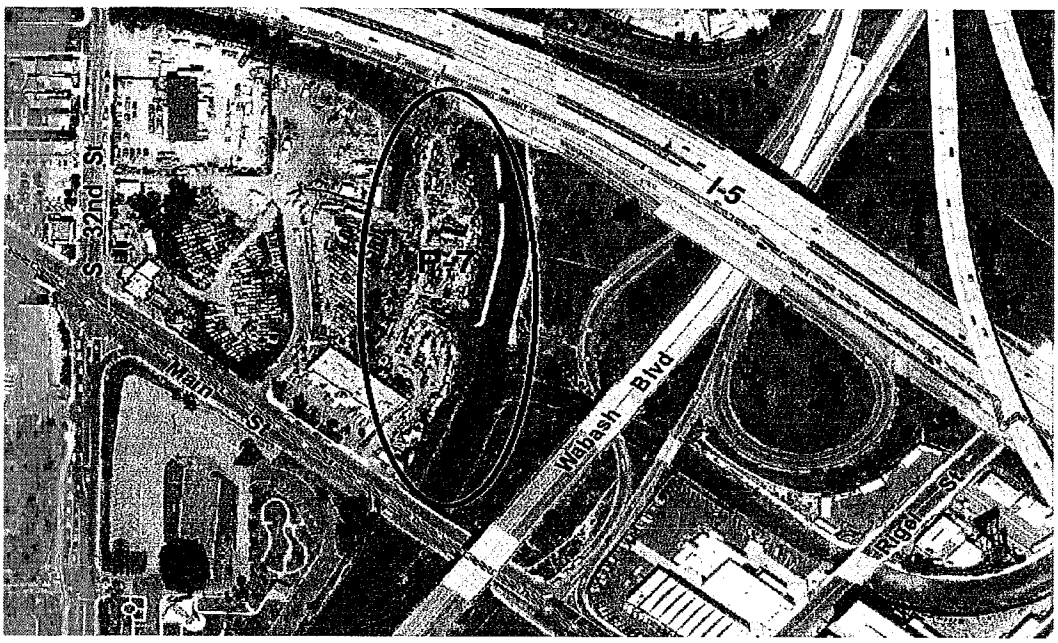
CIP/WBS #:

PROJECT: P7
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT IS AN EQUIVALENCY THAT ADDRESSES POPULATION BASED PARK NEEDS PER THE GENERAL PLAN STANDARD THAT PROVIDES FOR THE RESTORATION AND DEVELOPMENT OF APPROXIMATELY 2.0 ACRES OF LAND ALONG LAS CHOLLAS CREEK WITH LOW INTENSITY PUBLIC RECREATION USES, SUCH AS TRAILS, INTERPRETIVE AND EDUCATIONAL AREAS, OVERLOOKS, SEATING, TRASH RECEPTACLES AND PUBLIC ART, CONSISTENT WITH THE CHOLLAS CREEK ENHANCEMENT PROGRAM.

JUSTIFICATION: THIS PROJECT IS IN CONFORMANCE WITH THE CITY'S GENERAL PLAN GUIDELINES FOR POPULATION-BASED PARKS AND RECREATION FACILITIES AND IMPLEMENTS THE BARRIO LOGAN COMMUNITY PLANS RECOMMENDATIONS. THIS PROJECT IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WILL BE SCHEDULED AS FUNDING IS IDENTIFIED.



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$1,371,149	UNIDEN								
$1,371,149	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **LOGAN HEIGHTS BRANCH LIBRARY (COMPLETE)**

DEPARTMENT: LIBRARY

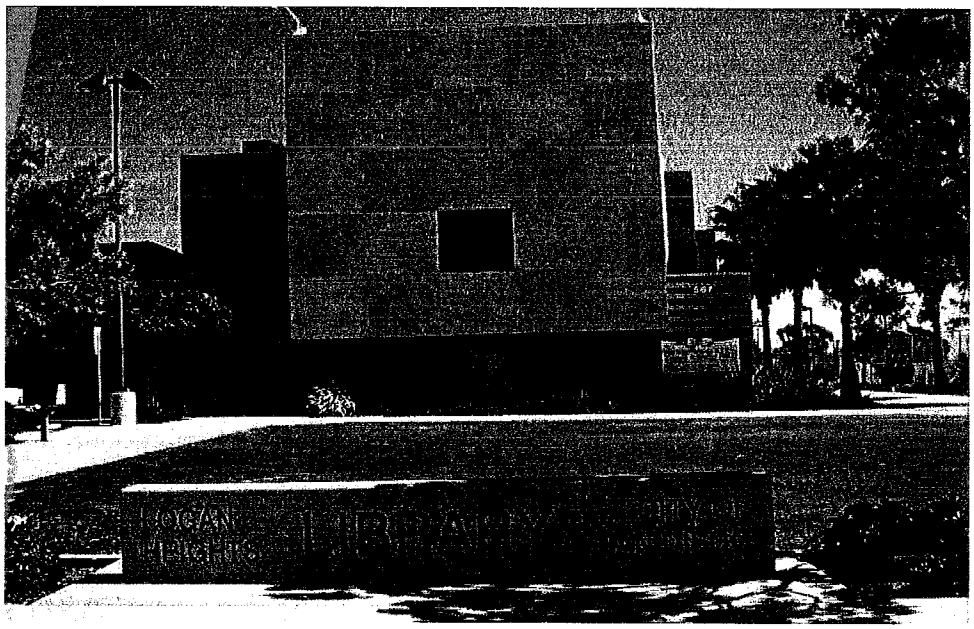
CIP/WBS #: S00807

PROJECT: L1
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT PROVIDED A NEW 25,000 SQUARE FOOT LIBRARY AT 567 S. 28TH STREET. THIS LIBRARY IS SHARED BY THE RESIDENTS OF SOUTHEASTERN SAN DIEGO'S LOGAN HEIGHTS NEIGHBORHOOD AND THE COMMUNITY OF BARRIO LOGAN. THE BENEFIT OF THIS FACILITY WILL BE SPLIT 93% to SOUTHEASTERN SAN DIEGO, AND 7% to BARRIO LOGAN.

JUSTIFICATION: THE EXISTING FACILITY WAS BUILT IN 1927 AND WAS ONLY 3,967 SQUARE FEET IN SIZE. IT WAS TOO SMALL TO PROVIDE ADEQUATE LIBRARY SERVICES TO THESE COMMUNITIES AND LACKED A MEETING ROOM FOR COMMUNITY USE. THIS PROJECT IS CONSISTENT WITH THE BARRIO LOGAN COMMUNITY PLAN, THE CITY'S GENERAL PLAN AND IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT.

SCHEDULE: THIS PROJECT WAS COMPLETED IN FISCAL YEAR 2010.



FUNDING	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$3,800,000	LIBRARY FUND								
$5,359,724	GRANT-PROP14								
$3,383,000	HUD SEC 108								
$1,899,373	FIRST FIVE FUND								
$150,000	SESD DIF								
$14,592,097	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

TITLE: **FIRE STATION #7**

DEPARTMENT: FIRE-RESCUE

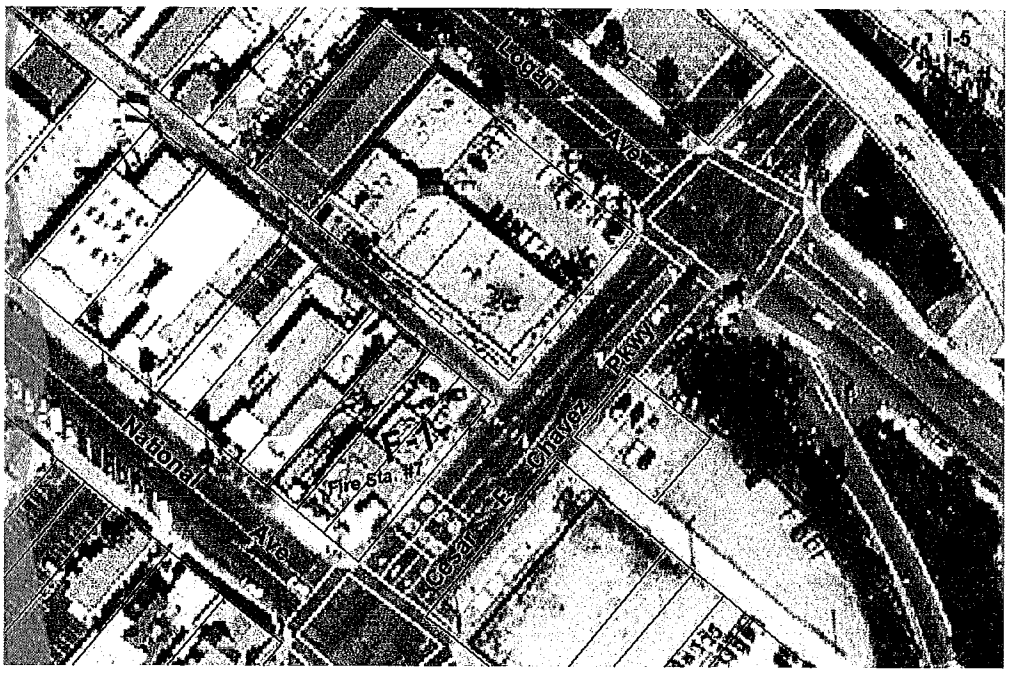
CIP/WBS #:

PROJECT: F1
COUNCIL DISTRICT: 8
COMMUNITY PLAN: BARRIO LOGAN

DESCRIPTION: THIS PROJECT WILL PROVIDE FOR THE DEMOLITION OF THE EXISTING 3,645 SQUARE FOOT FIRE STATION AND THE DESIGN AND CONSTRUCTION OF A NEW 10,000 SQUARE FOOT FIRE STATION LOCATED AT NATIONAL AVE AND CESAR E. CHAVEZ PARKWAY. THE NEW LARGER FIRE STATION IS NEEDED TO ACCOMMODATE THE INCREASE IN POPULATION AND TO SERVE EXISTING DEVELOPMENT.

JUSTIFICATION: THIS STATION WILL RESPOND TO EMERGENCIES IN BARRIO LOGAN AND CENTRE CITY. THESE TWO COMMUNITIES WILL BENEFIT FROM THE CONSTRUCTION OF THIS STATION. THE BARRIO LOGAN COMMUNITY WILL BENEFIT 50% OF THE FACILITY, AND CENTRE CITY WILL BENEFIT 50% OF THE FACILITY. THIS PROJECT IS NEEDED TO SERVE THE COMMUNITY AT FULL DEVELOPMENT. 50% OF THE COST OF THE FACILITY WILL BE USED TO CALCULATE THE FIRE PORTION OF THE BARRIO LOGAN DEVELOPMENT IMPACT FEE.

SCHEDULE: DESIGN AND CONSTRUCTION WILL BEGIN WHEN FUNDING IS IDENTIFIED.



FUNDING	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
$14,000,000	UNIDEN								
$14,000,000	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0

APPENDIX A

FY 14 Cost Estimate Breakdown for Transportation Projects (Construction Costs Only)

Drainage:	
Drainage	$110 per linear foot
Major Drainage Structure	$44,000 each
Earthwork:	
Clearing and Grubbing	$.39 - $.94 per square foot
Excavation and Export	$16.50 - $66.00 per cubic yard
Excavate and Fill	$16.50 - $38.50 per cubic yard
Import and Fill	$27.50 - $38.50 per cubic yard
Landscaping:	
Landscaping	$7.50 - $16.50 per square foot
Surface Improvements:	
Asphalt Concrete Overlay 1"-2"	$.44 - $.66 per square foot
Asphalt Concrete Leveling Course	$132 per ton
Curb and Gutter Type G	$22 - $33 per linear foot
Curb Ramps	$1,320 - $2,420 each
Driveways	$7.70 - $13.20 per square foot
Median Curb Type B2	$27.50 - $38.50 per linear foot
Remove Curb and Gutter	$5.50 - $16.50 per linear foot
Remove Pavement	$2.20 - $11.00 per square foot
Remove Sidewalk	$1.65 - $3.85 per square foot
Sidewalk	$4.40 - $7.15 per square foot
4" AC	$1.10 - $2.20 per square foot
11" – 16" Cement Treated Base	$1.65 - $4.40 per square foot
Traffic:	
New Street Light	$6,600 each
New Traffic Signal	$154,000 each
Relocate Street Light	$3,300 - $3,850 each
Miscellaneous:	
Concrete Median Barrier	$25 - $65 per linear foot
Great Crash Cushion	$35,000 - $40,000 each
Guard Rail	$30 - $40 per linear foot
Retaining Wall	$35,000 - $40,000 each

Transportation projects not estimated with itemized work are estimated by length of project in feet. Construction (only) for a typical four-lane collector costs $1,790 per linear foot. Construction (only) for a typical four-lane bridge costs $2,750 per linear foot.

APPENDIX B

FY 2014 Cost Estimate Breakdown for Park and Recreation Projects

LAND ACQUISITION:	$1,200,000	per acre (1)
FACILITIES DESIGN AND CONSTRUCTION:		
New Parks	$893,813	per acre
New Recreation Centers	$551	per square foot
Recreation Center Expansions	$644	per square foot
Comfort Station Upgrade	$590,150	each
New Comfort Station	$739,161	each
Picnic Shelter	$280,858	each
New Children's Play Area	$793,161	each
ADA Upgrades to Existing Play Areas	$730,468	lump sum
ADA Upgrades to Paths of Travel	$950,795	lump sum (2)
Security Lighting System	$506,557	lump sum (3)
Sports Field Lighting	$590,150	per sports field
Parking Lot Expansion	$673,744	per ½ acre (4)
New Swimming Pool Complex	$6,185,683	per pool complex (5)

(1) The land cost is based on a cost per acre estimate obtained through a city wide study, based on appraisals from Real Estate Assets Department, as appropriate.
(2) Including, but not limited to pedestrian ramps, comfort station upgrades, or any new amenity that may be required on the path of travel, including access from parking lots or bus stops, drinking fountains, benches, etc.
(3) Lighting system costs vary, depending upon the quantity of lights needed.
(4) The size and cost of parking lots varies according to specific site requirements.
(5) Swimming pool complexes may include a standard 25x25 meter swimming pool, and other recreational or therapeutic aquatic facilities.
(6) Cost estimates include project management, inspection and contingencies.

Development Impact Fee Schedule

The resulting impact fees for the Barrio Logan community planning area are as follows:

RESIDENTIAL PROPERTY					COMMERCIAL/INDUSTRIAL	
Transportation	Park & Rec	Library	Fire	Total per Residential Unit	Transportation	Fire
$ Per Residential Unit					$/ADT	$/1000 sq. ft. of Gross Building Area (GBA)
$973	$11,382	$290	$533	$13,178	$139	$533

RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

A RESOLUTION APPROVING AN AMENDMENT TO THE BARRIO LOGAN COMMUNITY PLAN AND THE GENERAL PLAN AND LOCAL COASTAL PROGRAM AND IMPLEMENTATION PLAN TO EFFECT A COMPREHENSIVE UPDATE TO THE BARRIO LOGAN COMMUNITY PLAN.

WHEREAS, on _____, the City Council of the City of San Diego held a public hearing for the purpose of considering amendments to the Barrio Logan Community Plan and General Plan and Local Coastal Program and Implementation Plan and other actions associated with the comprehensive update to the Barrio Logan Community Plan; and

WHEREAS, the current Barrio Logan Community Plan (Barrio Logan/Harbor 101) and Local Coastal Program was adopted in 1978; and

WHEREAS, over time, the Barrio Logan community has developed in a manner that has resulted in collocation of industrial, commercial, residential, and institutional uses; and

WHEREAS, this update to the Barrio Logan Community Plan seeks to address incompatible land uses and historic environmental justice issues within the community of Barrio Logan, including residential overcrowding, encroachment of industry into sensitive receptor areas and vice versa, impacts of transportation infrastructure on the community, lack of sufficient public amenities and services, and lack of community-serving retail services; and

WHEREAS, as part of the plan update, the 2008 General Plan will be amended due to the Community Plan being part of the Land Use Element of the adopted General Plan; and

WHEREAS, the Planning Commission of the City of San Diego held a public hearing on June 20, 2013 to consider this amendment to the Barrio Logan Community Plan;

WHEREAS, the Planning Commission recommended certification of Environmental Impact Report (Project No. 240982/SCH No. 2009091021) prepared as part of this project; and

WHEREAS, the Planning Commission found, based on its hearing record, that this comprehensive community plan update is consistent with and implements the City of San Diego's 2008 General Plan and that the proposed update helps achieve long-term community and city-wide goals; and

WHEREAS, the City Council has considered the Planning Commission record and recommendation as well as the maps, exhibits, and written documents contained in the file for this update on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego that the Barrio Logan Community Plan update incorporates each of the policies of the City of San Diego's 2008 General Plan that the City Council has determined are mandatory and fundamental to advancement of the General Plan's goals as they apply to the Barrio Logan community; and

BE IT FURTHER RESOLVED, that the City Council of the City of San Diego hereby adopts the update to the Barrio Logan Community Plan and Amendments to the General Plan and Local Coastal Program and Implementation Plan, with a copy of said update being on file in

DRAFT

the office of the City Clerk as Document No. R- _____, which adoption shall be effective on the date that the California Coastal Commission unconditionally certifies the update as a local coastal program amendment.

APPROVED: JAN I. GOLDSMITH, City Attorney

By _____

Deputy City Attorney

KMH:als
05/28/13
Or.Dept:DSD
Doc. No.: 570134

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of _____.

ELIZABETH S. MALAND
City Clerk

By_____
Deputy City Clerk

Approved: _____ _____
(date) BOB FILNER, Mayor

Vetoed: _____ _____
(date) BOB FILNER, Mayor

DRAFT

RESOLUTION NUMBER R- _____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO CERTIFYING ENVIRONMENTAL IMPACT REPORT SCH. NO 2009091021 AND ADOPTING THE MITIGATION MONITORING AND REPORTING PROGRAM, FINDINGS, AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE COMPREHENSIVE UPDATE TO THE BARRIO LOGAN COMMUNITY PLAN.

WHEREAS, the City of San Diego undertook a comprehensive update to the 1978 Barrio Logan/Harbor 101 Community Plan, which project includes amendments to the Barrio Logan Community Plan and General Plan and Local Coastal Program and Implementation Plan and associated actions (Project); and

WHEREAS, the matter was set for a public hearing to be conducted by the City Council of the City of San Diego; and

WHEREAS, the matter was heard by the City Council on _____; and

WHEREAS, the City Council considered the issues discussed in the Environmental Impact Report Sch. No. 2009091021 (Report) prepared for this Project; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego, that it is hereby certified that the Report has been completed in compliance with the California Environmental Quality Act of 1970 (CEQA) (California Public Resources Code Section 21000 et seq.), as amended, and the State Guidelines thereto (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), that the Report reflects the independent judgment of the City of San Diego as Lead Agency and that the information contained in said Report, together with any comments received during the public review process, has been reviewed and considered by the City Council in connection with the approval of the Project; and

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081.6, the City Council hereby adopts the Mitigation and Monitoring Reporting Program, or alterations to implement the changes to the Project as required by the City Council in order to mitigate or avoid significant effects on the environment, a copy of which is attached as Exhibit A hereto and incorporated herein by reference; and

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081 and CEQA Guidelines Sections 15091 and 15093, the City Council hereby adopts Findings and a Statement of Overriding Considerations with respect to the Project, a copy of which is attached hereto as Exhibit B and incorporated herein by reference; and

BE IT FURTHER RESOLVED, that the Report and other documents constituting the record of proceedings upon which the approval is based are available to the public at the office of the City Clerk at 202 C Street, San Diego, CA 92101; and

BE IT FURTHER RESOLVED, that the City Clerk is directed to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego regarding the Project after final passage of the ordinances associated with the Project.

DRAFT

APPROVED: JAN GOLDSMITH, CITY ATTORNEY

By: _____

Deputy City Attorney

KMH:als
05/28/13
Or. Dept: DSD
Doc. No. 570056

ATTACHMENT(S): Exhibit A, Mitigation Monitoring and Reporting Program
Exhibit B, Findings and Statement of Overriding Considerations

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